

COACH

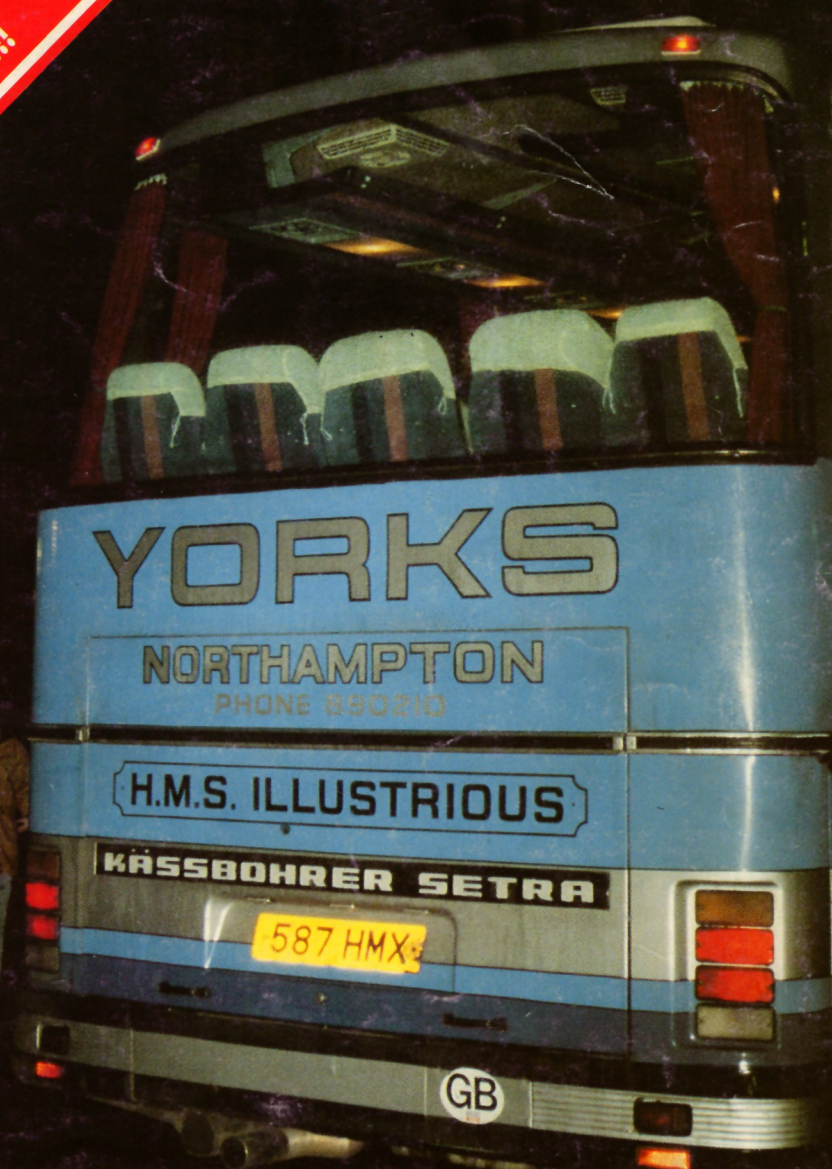
The weekly for the coach industry

MART

Issue 633 £1

April 4th, 1991

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NEOPLAN

1988 Neoplan Skyliner, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. MoT 03.01.92. Stock No. 0022.

1987 Neoplan Jetliner (Scania), 44 recliners, 10 speed gearbox, toilet, washroom, drinks machine, servery, rollo blinds, continental door, driver's bunk, MoT 13.05.91. Stock No. R044.

1983/4 Neoplan Skyliner, 71-75 seats, Mercedes V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9018 to 9023, 0041 and 0042.

1982 Neoplan Jetliner (Mercedes), 49 recliners, N/S plug door, 6 speed ZF, toilet, washroom, drinks machine, fridge, continental door, rollo blinds, driver's bunk, courier seat, MoT 13.05.91. Stock No. R028.

1982 Neoplan Skyliner (with cherished plates), recently remoquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. MoT 11.03.92. Stock No. 0004.

VOLVO

1987 VOLVO B10M Plaxton 3500, 49/53 recliners, 6 speed gearbox, O/S rear sunken toilet, O/S continental door, curtains, courier seat, crew bunk, side lockers, driver's fan, MoT 24.01.92. Stock No. 1050.

1983 VOLVO B10M Jonckheere P599, various specification, 48/51 seats, toilet, coffee machine etc, choice of 3. MoT's June/Nov/Dec 1991. Stock Nos. R036, R038 and R039.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No. 0012.

1980 VOLVO B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette, MoT 27.01.92. Stock No. 0014.

1973 VOLVO B58, 11 metre, 53 (remoquetted) seats, X'Press doors, side lockers, MoT 03.10.91. Stock No. 1047.

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT 11.04.91. Stock No. 0021.

1985 Scania Jonckheere P50, 10 speed gearbox, 49 recliners, power door, O/S centre sunken toilet, washroom, O/S continental door, double glazed, drinks, fridge, MoT March 1992. Stock No. R045.

BEDFORD

1981 Bedford YNT, 53 seater Plaxton, side lockers, autumn tint moquette, livery white blue/yellow stripes, reconditioned engine, MoT 09.09.91. Stock No. M9014.

1980 Bedford PJK, 29 seater, Duple Dominant, MoT 16.09.91. Stock No. 0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream exterior, red moquette. Stock No. M9036.

LEYLAND

1982 Leyland Leopard, 12 metre Dominant, 51 reclining seats, 6 speed ZF gearbox, double glazed, Telma, radio/PA, Bristol dome, MoT 21.01.92. Stock No. 9033.

1982 Leyland Leopard, 12 metre Plaxton, 49 seats, semi-auto gearbox, toilet, coffee machine, side lockers, MoT 16.08.91. Stock No. 0010.

1981 Leyland Leopard Duple Dominant, 53 seats, 6 speed ZF gearbox, red moquette, livery white, MoT 23.08.91. Stock No. M9012.

1981 Leyland, 11 metre Plaxton, 53 seats (remoquetted), 6 speed ZF gearbox, X'Press, side lockers, grey/red moquette, MoT 30.08.91. Stock No. 9013.

1981 Leyland, 12 metre Plaxton, 49 recliners, 6 speed ZF gearbox, cream exterior, autumn tint moquette. Choice of 2. MoTs 29.08.91 and 25.10.91. Stock Nos. 9010 and 9011.

1980 Leyland Leopard, 12 metre Plaxton, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers, MoT 29.08.91. Stock No. 9009.

AEC

1977 AEC Plaxton Express, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No. 0006.

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**LEYLAND 1985 TIGER 245 PLAXTON
PARAMOUNT 3500 12M,** 51 str., autumn tint
moquette, (46 recliners + 5 fixed at rear),
power operated entrance door, TELMA,
courier seat, curtains, continental door,
provision for driver's berth, all white.
M.O.T. MAR 1992 **£42,500 NETT**

**BOVA 1984 FUTURA FLD (LOWLINE) 12.250
INTEGRAL 12M,** 53 str., (48 recliners + 5
fixed at rear), beige/brown moquette,
continental door, courier seat, curtains, double
glazing, power entrance door, Webasto
heating, cream/red/gold.
M.O.T. MAR 1992 **£38,000 NETT**

M.O.T. MAR 1992 **£38,000 NETT**

**DAF 1984 MB200 DKFL CAETANO ALGARVE
12M,** 49 recliners, grey/orange moquette,
power door, courier seat, curtains, toilet, wired
for TV. + video, carpet, water boiler, duo
red/white.
M.O.T. JUNE 1991 **£37,500 NETT**

**SCANIA 1984 K112 JONCKHEERE JUBILEE
P599 12M,** 49 recliners, fawn/orange
moquette, power entrance door, courier seat,
berth, centre toilet, fridge, continental door,
double glazed side windows, drinks machine,
TELMA retarder, wired for TV. + video, all
white.
M.O.T. DEC 1991 **£45,000 NETT**

**DAF 1983 (NOV) DKFL JONCKHEERE
JUBILEE P50 12M,** 49 recliners, just re-
trimmed in grey/red moquette, power door, o/s
rear sunken toilet with continental door,
double glazed tinted windows, Tempo 100,
wired for TV. + video, Telma retarder, drinks
machine, magazine nets, all white.
M.O.T. NOV 1991 **£42,500 NETT**

BOVA 1983 EUROPA II INTEGRAL 12M,
49 str., red moquette, (44 recliners + 5 fixed at
rear), power door, courier seat, curtains, toilet,
continental door, TELMA, Webasto, driver's
fan, all white.
M.O.T. APR 1992 **£29,500 NETT**

M.O.T. APR 1992 **£29,500 NETT**

**VOLVO 1984 (AUG) B10M PLAXTON
PARAMOUNT 3500 12M,** 49 recliners,
beige/red moquette, rear sunken toilet with
continental door, driver's berth, courier seat,
Webasto heating, TELMA retarder, drinks
machine, curtains, tinted double glazing,
power entrance door, wired and boxed for TV.
+ video, silver/blue.
M.O.T. JULY 1991 **£47,500 NETT**

M.O.T. JULY 1991 **£47,500 NETT**

LEYLAND 1987 TIGER 260 DUPL 320 12M,
50 recliners, grey moquette, power door, toilet,
servery, suspension raise system, all white.
M.O.T. FEB 1992 **£47,500 NETT**

M.O.T. FEB 1992 **£47,500 NETT**

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M,
48 recliners, brown moquette, rear floor
mounted toilet, continental entrance door,
Webasto heating, driver's berth, power
operated entrance door, courier seat, curtains,
wiring for TV. + video, white/grey/red.
M.O.T. FEB 1992 **£42,500 NETT**

**DAF 1982 (OCT) DKTL PLAXTON SUPREME
12M,** 57 str., red moquette, power entrance
door, tinted side windows, curtains,
white/brown.
M.O.T. OCT 1991 **£25,000 NETT**

**LEYLAND 1982 (AUG) TIGER 245 PLAXTON
VIEWMASTER 12M,** semi-automatic gearbox,
49 recliners, red/orange moquette, courier
seat, power entrance door, tinted side
windows, curtains, o/s/r sunken toilet,
continental door, water boiler, fridge, wiring for
TV. + video, grey/duo green.
M.O.T. MAR 1992 **£29,500 NETT**

TRADE DESCRIPTIONS ACT;
In detailing these used saloon coaches we
have quoted the year of registration and not
necessarily the model or year of manufacture.
VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are
subject to the normal standard rate.

M.O.T. MAR 1992 **£29,500 NETT**

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M.O.T. MAR 1992 **£29,500 NETT**

YOUR FIRST CHOICE FOR QUALITY AND VALUE-FOR-MONEY

COACH

Issue 633 £1

MART

April 4, 1991

- 5 News:** Target Travel is run off the road, but director's son starts afresh. Wharfedale wins what it claims is the biggest ground movement contract ever awarded in UK. And Cheshire coach operator talks about horrific Alton Towers accident.

- 12 Fleet Update:** Steels of Addingham takes its first Javelin and Richards Brothers of Cardigan goes for Dart. Three operators buy Mercedes minibuses. And Capital Gatwick takes two door Delta.

- 15 Diary:** Echoes of dereg bus wars as women drivers cause big problems in Bristol and Mealstop uncovers humour in the unlikely place.

- 17 Letters:** A heartfelt plea for legislators to do their job properly. Marksman is taken to task over sick pay and news of owner/drivers club.

- 20 On Target:** Two pages of Marksman this week brings you revised and updated costing tables for this season.

- 22 Road Test:** Rod Davey finds plenty to admire in Yorks of Northampton's Setra highliner on a shopping trip to Calais.

- 25 Profile:** From £146,000 Eos to Bedford VAL. Hurst's of Wigan runs a very mixed fleet and has its own reasons for doing so.

- 27 Licensing & Legal:** Mercers Longridge Ltd is given warning over maintenance problems, while Mercers Bus & Coach fails to appear. Prospect Coaches of Stourbridge wins licence increase.

- 33 Tours & Excursions:** Countdown to MOOT '91. Four pages on the Coachmart-sponsored show for operators to strike deals with venues and attractions throughout the country.



Nat Express bails out BR — page 9



Pride of Hurst's mixed fleet — page 25

COMMENT

THE news that top quality coaches got top dollar at ADT's auction last week may be a glimmer of hope for the rest of 1991.

After all the problems posed by the Gulf War and the total failure of the Budget to address operators' needs, at last it appears that there is cash being spent on vehicles.

The very presence of Boydens' luxury coaches at Belle Vue underlined the gloomy state of business generally. That such a highly respected operation should crash, albeit pulled down by the car dealership in the group, demonstrated just how vulnerable all businesses, large and small, have been to this recession.

But someone out there had £300,000 to spend on Boydens' vehicles, including £75,000 for a Bova. Those prices are a marked improvement on the last auction and, indeed, a marked improvement on some dealer prices of six months ago.

The manufacturing side of the coach and bus industry cannot be faulted for its faith in the business. In the last month alone, Plaxton launched its Verde city bus and Northern Counties announced its own aluminium single-deck Countybus to be launched at Coach and Bus '91.

Operators should applaud the fact that both companies have boldly continued investment plans through some very dark months, spending vast sums on research and development with only the hope that the long-term future of the industry would eventually repay this effort.

There is still need for caution in making any kind of prediction. The CBI is forecasting an upturn in the economy by the end of summer perhaps marred by a rise in unemployment. And although it is obvious that the trading problems experienced by many small companies in the last 12 months may only become apparent when receivers have been through the accounts, there is some qualified optimism that a halt in the recession will be the saviour of other companies.

One thing is clear. If your company has been turning profitable coin in the last year and planning vehicle replacement, cash in the bank may be better spent on a coach NOW than at the end of summer, when prices look bound to have risen. And if all the signs for a long, hot summer prove correct, you may even find work for an extra vehicle.

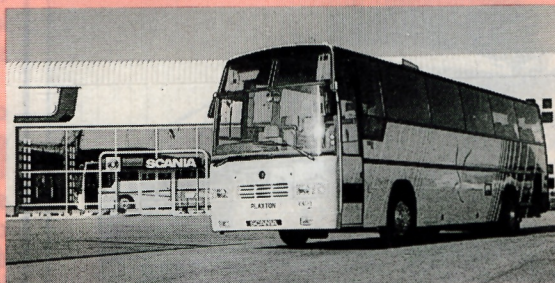
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- A fixed-rate commission (between 5%-10% of selling price), payable only when vehicle is sold.

MCW

1986 MCW CUMMINS L10 Engine. 4-speed full automatic Voith gearbox, 79 recliners, nearside front power door, toilet, orange curtains, luggage pen, seat back pockets, full soft trim, MoT 19.09.91, resprayed all white.
 Price£21,000

NEOPLAN

1984 NEOPLAN SKYLINER, 75/77 recliners, DAF 11.6 turbo engine, 8 speed gearbox, toilet/washroom, servery, water boiler, fridge, curtains, choice of two, MoT's 22.11.91 and 15.01.92, stock numbers M110 and M111.
 Price£39,500

JUST A FEW EXAMPLES

1975 BRISTOL VRT (Gardner 180 engine, Choice of 2 - **NOW ONLY ONE.** Stock No. MCW (low bridge), MoTs Feb & May 1991.
 Price **SOLD**£2,950.....£2,500

1983 LEYLAND TIGER 245 (exchange fitted 23/10/90) Plaxton 3500, 48 reclining seats, hydracrylic, semi-auto gearbox, rear o/s sunken toilet, rear o/s cont door, Webasto, destination gear, MoT 20.12.91, includes full repaint in single colour of your choice. Stock No M021.
 Price£27,000

1985 LEYLAND TIGER 245 Duple Caribbean II 48 recliners plus courier, toilet, double glazed windows, curtains, seat back tables, p.....trunks, fridge, twin fuel tanks, Webasto, driver's bunk. Stock number M020.
 Price **SOLD**£29,950

1984 LEYLAND TIGER 245, Plaxton 3500, 50 reclining seats, ZF manual gearbox, Webasto, dble glazing, Leyland re-con engine, April 1990, MoT 15/11/91, stock no M022.
 Price£32,450

1988 DENNIS JAVELIN 11 metre Duple 320, 53 seater, power door, tinted windows, exhaust brake, soft trim, speed limiter, cherished plates - 429 and 430 UFM. Choice of two. Stock numbers M018 and M019.
 Price£47,500

(Why not join the ranks of satisfied customers who have sold their PSV's through the Bus & Coach Mart)

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■ LICENSING

Maintenance problems drive Target Travel off the road

TARGET Travel has been driven off the road with the loss of nine jobs, following the revocation of its O-licence for excessive maintenance problems by North East traffic commissioner Frederick Whalley.

But general manager and director John Reed's son, John Reed, Jnr, became managing director of a new company, Crown Coaches based in the same premises as Target, and running some of the same vehicles, the day after the revocation.

His company now operates three executives including an Eos, Scania K112/Van Hool and a Volvo B10M/Duple 340SL. As a CPC holder since December 1989, he will also be responsible for three Leyland Leopards, two of which will be used

for service work.

The commissioner disqualified Target Travel from holding or obtaining an O-licence for at least two years. He also disqualified Mr Reed, Snr, for the same period from being a director/partner or holding a controlling interest in any company or subsidiary holding a PSV O-licence.

John Reed, Snr, was angry about the commissioner's decision. He said the company had spent £30,000 on spares alone for its service buses last year.

The commissioner said reports from the Vehicle Inspectorate on the condition of Target's fleet meant that adequate maintenance had not been carried out.

The company's statement of intent, in procuring its O-licence,



Target Travel's Scania Van Hool: now run by John Reed, Jnr, for Crown Coaches.

had not been fulfilled, Mr Whalley said.

After a fleet examination, Target Travel received eight prohibition notices and two defect notices on eight vehicles - out of its mixed fleet of nine coaches and one double-deck bus.

One vehicle alone was found to have a leaking brake system, inadequate handbrake adjustment, faulty air brakes, a fuel leak and loose seats and fittings.

John Reed, Jnr, will be restarting Target's Blythe to Newcastle service on May 6 this year. 'We are looking to buy Leyland Tigers if customer support is sufficient,' he said.

He has made changes to the maintenance system at the garage.

Vehicle inspections will be carried out every four weeks by the remaining engineer and each driver now has his own defect report book.

■ COACH

Boom-time for Mercury

ANDY Goldsmith's new management at Boscombe-based Mercury Coaches has more than doubled its monthly off-season turnover.

The nine-vehicle company has achieved the dramatic increase in business through more diversified work and by rationalising its school contracts work.

Its year-on figures, for January 1990 over January 1991, have increased by 120 percent, according to its accountant Nick Hixson of Wimbourne. Mr Hixson handles the company's business planning, management advice, accounts and auditing.

'Our annual turnover has been between £180,000 and £200,000 for the last three years,' said Mr Goldsmith, who refused to divulge the latest figures. But if calculated on a averaged pro-rata basis, monthly figures of £15,000 may have increased to about £33,000.

With its head office in Wimborne, the company recently added a five-year-old Volvo 10M/Jonckheere 49-seat executive coach, with toilet and drinks machine, to its fleet of eight Bedfords based at Bournemouth International Airport. 'This has brought in new contracts worth over £100,000 from incoming student holiday tour operator, English Friend, which is based in Brighton,' said Mr Goldsmith.

Moreover, Mercury's contracts serving 12 schools for Dorset County Council now have five rather than seven coaches and drivers - using more effective interworking and creating weekly savings of £400-£500.

■ COACH SALES

Ex-Boyden coaches sell for £300,000

FIVE ex-Boyden International coaches fetched £300,000 at last week's ADT Manchester auction. One Bova achieved £75,000 in a sale which showed a swing in favour of quality coaches.

Ninety coaches on offer at the first sale of the year ranged from a 1950 Bedford OB to G reg executives from Boyden, which crashed earlier this year (Coachmart, February 14). Entered by the finance company, Boyden's two DAF/Caetanos sold for £62,000 and £66,000, whereas the Bova Futuras achieved £71,000 and £75,000. A year-old Toyota Optimo had a £25,000 bid.



Boyden coaches: one Bova sold for £75,000 at ADT Auctions.

While many provisional deals were yet to be settled, ADT's commercial manager, Derek Bolt considered the sale a success.

He said: 'Perhaps some of the reserves indicated the differences between

some peoples' ideas of values and what the market is prepared to pay.'

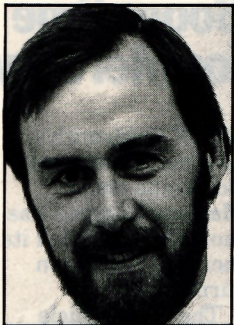
Few double-deckers were entered. A P reg Neoplan failed to reach its reserve with a top bid of £31,500, but Northern Bus sold its

1987 Metroliner for £26,100. Bought at ADT last year for £18,500, this coach had been fully refurbished.

Encouraged by the Boyden vehicles and a B10M of similar age going for £66,000, Mr Bolt said: 'Having heard all the prophets of doom, it should be a good fillip for the industry to see the money paid for vehicles as seen. The difference between our last sale in November and this March is that there was less interest in vehicles like Leyland Leopards, which were popular last year, and even the B58s.'

The next ADT bus and coach auction - again at Belle Vue - is on May 21, 1991.

PEOPLE



● **CHRIS George** (above) is to become Leyland Bus Body Division's first commercial manager after a two year stint as VL Bus & Coach's sales engineering manager.

After graduating from Loughborough University, Mr George worked in a number of positions at London Transport, Leyland Truck & Bus and Charles Roe - now Optare in Leeds.

● **THE** former general manager of Sheffield United Transport (SUT) has joined Wootton Jeffreys Consultants.

Martin Lewis is heading up the sales and client support activities of the company's Bus and Crew scheduling software division in Manchester. His appointment coincides with the launch of updated, Busman II software from Wootton Jeffreys.



● **MAURICE Brown** (above) has been appointed sales engineering manager at VL in Warwick.

His responsibilities will include technical sales support and literature, product planning, bodybuilder liaison, legislative compliance and pre-delivery inspection management.

He has worked for 28 years in the bus industry starting with Leyland Motors in 1963.

BUS

London Transport cuts routes to save cash...

LONDON Transport is to cut over 40 bus routes in its drive to save £3 million from its tightening transport budget (*Coachmart*, February 21).

Four routes have been completely withdrawn, including the 36A from Brockley Rise to Victoria. The service has now been restructured into services 36 and 36B, minus the short section between Brockley Rise and New Cross, but frequencies are unaltered between New Cross and Central London. Service 185A, a Saturday-only shoppers' bus between

the Elephant and Castle and Lewisham, is withdrawn - but between Camberwell and Lewisham there will be more 185s.

The 273 midibus route between Lewisham and Grove Park has been running a year, but is now withdrawn because of low loadings.

A Red Arrow shopping hours service between South Kensington and Bloomsbury, route 503, had a weekdays extension to Moorgate which will now cease.

But a London Buses' spokesman said the cuts represented less than one percent of the



London bus routes: 40 to go.

total £400 million budget. 'Most are minor frequency reductions and off-peak cuts,' he said. 'But some are in the peak where loadings have been proven low. Monitoring has shown we have been providing too much

capacity when compared to passenger demand.'

'All other cuts are basically headway changes, but routes 10 and 13 will change to OPO in the evenings with the same service frequency.'

Other changes include the withdrawal of Sunday services U1 Ruislip to Uxbridge and 86 Limehouse to Stratford; the ending of the experimental service 115 between Tulse Hill and Forest Hill; and the 205 double-deck service between Park Royal and St Raphael's industrial estate will change to midibus.

... but pressure stops London United changes

DESPITE bus cuts imposed across London, London Bus subsidiary London United has bowed to public pressure after receiving over a 1,000 letters of protest.

The company had planned to split route 33 and replace it in part with a new Harrier minibus route R68. But residents claimed this would result in discomfort and overcrowding - so the route between Kensington and Fulwell, via Richmond, Twickenham and Teddington, stays. But it

will no longer run between Hammersmith Broadway and Kensington Palace Gate. Another reason for the plans being dropped was problems with parked cars at a proposed terminus at Twickenham Green.

Other proposed route changes will go ahead in early June, with route 267 shortened to run between Hammersmith and Fulwell Bus Garage. The new Harrier R68 will also be introduced between Hampton Court and Richmond.

UK bus companies put up fares

BUS companies throughout the country are imposing fare rises - some on top of Gulf War surcharges already in effect.

Fylde-based Blue Buses has announced fare increases averaging 7.5 percent. Although it had imposed a Gulf War surcharge, it said it had kept the increase to below the rate of inflation. However, it said there may be further increases due to an extra 13.6p/gallon on diesel resulting from the Budget - although it is

hoping for a fuel duty rebate. Last year it increased fares by 10 percent.

Western National has put up fares in Cornwall by an average of eight percent, but has a spoonful of sugar to help the medicine go down with a discount scheme offering savings of up to 50 percent. For example, a day return from Penzance to Truro will



Blackpool Transport: put up fares by an average of 7.5 percent.

give a £1.25 saving against the normal fare of £2.75.

Blackpool Transport has put up fares on its buses and trams, with increases of between 2p and 10p on many local routes averaging out at 7.5 percent.

COACH

M40 express

CITY of Oxford Motor Services' new X40 Birmingham to Oxford and X60 Bicester to Heathrow express coaches - the X40 worked jointly with Midland Red South - is now running on the new M40 extension.

The X40 service uses a vehicle from each company with a 0630 start from Oxford getting to Birmingham Airport at 0800 and Digbeth at 0845. Day return is £7.

The X60, which ends its journey at Victoria, is £8 day return and £700 a year.

COACH

Wharfedale Coaches clinches huge Student Games contract

LEEDS-based Wharfedale Coaches has won what is claims is one of the biggest one-off coaching contract ever awarded in the UK. It is to co-ordinate and provide transport for competitors and officials throughout this summer's World Student Games.

Worth in the region of £750,000, the contract calls for up to 150 coach movements a day. Wharfedale, which runs just 12 up market vehicles from its base in Yeadon, is now advertising for coaches to sub-contract the work to.

'In terms of one off coach movements, this contract must be one of the biggest ever awarded in this country,' said Wharfedale general manager, Chris Goodhill.

'But we have had past experience of handling large ground transportation projects. Last year we did the ground transportation for



Wharfedale Coaches: World Student Games contract worth about £750,000.

Knebworth and the Nelson Mandela concert at Wembley Stadium.'

Wharfedale is planning to take on four extra operational staff to handle the contract, including traffic manager, Mike Carlisle. He is already working from Sheffield - in offices provided by the World Student Games Organisers.

'We are very pleased to be awarded this contract in view of the strong competition currently prevailing in the bus and coach industry,' Mr Goodhill

said.

Part of the London-based limousine hire specialists Crawfords, Wharfedale's main business is providing transport for touring pop stars and their entourages. That includes not only coaches, but limousines and even aircraft.

Wharfedale is currently providing a Hawker Siddeley jet and co-ordinating all ground movement for Rod Stewart, who is touring the country. It also laying on coaches and limousines for

Gloria Estefhan.

Operators interested in providing coaches for the World Student Games, which takes place from July 5 to July 27 this year, should write to Chris Goodhill at Wharfedale Coaches, Moorfield Industrial Estate, Yeadon, Leeds LS19 7BN. Or fax 0532 391190.

● ALAN Birch has joined Wharfedale Coaches as traffic manager. Mr Birch (40) was previously coach operations manager with Coach Europe, part of the ILG empire which crashed last month (*Coachmart*, March 14).

His new responsibilities include co-ordinating all the 12 coaches operated by Wharfedale. 'This is a new industry for me,' said Mr Birch. 'So it's quite exciting. For the last eight years I have been involved in shuttles - I started with NAT in September 1980.'

BRIEFS

● ALTHOUGH its annual fares review is due, Lancaster City Transport is freezing its fares for the next three months - to give passengers the benefit of earlier Gulf War fuel surcharges.

● GREATER Manchester Buses did not receive a subsidy for its Good Friday and Easter Monday services from the PTA - so it charged higher fares, with increases ranging between 10p and 20p, on a restricted Sunday timetable.

There was no change in concessionary fares and Busabout tickets were still valid.

● GUSCOTT Coaches of Halwill has been awarded a new contract by Devon County Council to run a local weekday bus service between Halwill Junction and the Holsworthy Industrial Estate.

There will be one return journey each day.

● PEOPLE winning 1,000 British Airways airline tickets on April 23 will also get free travel on London United's Airbus service between Central London and Heathrow.

London United is also tying in with BA's promotion to attract incoming tourists to Britain by offering 'two-for-the-price-of-one' bus tickets throughout the summer.

● SOME 5,727 coaches passed through the port of Dover in February, an increase of 174 or over 3 percent on the same month in 1990.

Over 230 more coaches went through the port in the first two months of this year, bringing the total to 8,343 compared with 8,111 in the same period last year.

BUS

Northern Counties plans show launch

NORTHERN Counties is to unveil three versions of its all-aluminium Countybus body at this year's Coach and Bus '91 show in Birmingham.

The new body is to be built on all three sizes of Dart chassis, on the Dennis Lance, Volvo B10M and Iveco Citybus chassis.

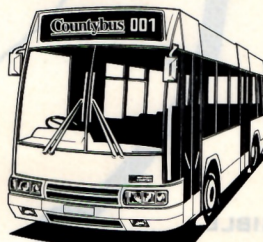
Scania and Leyland Lynx-based models will be built to order.

But only 8.5 metre Dart, B10M and Iveco Turbo Daily versions are expected to be on show.

The £85,000 price

tag on a complete vehicle undercuts Plaxton's new Verde city bus by a small margin, but both vehicles share several design features. NC claims GRP panels for all lower valencing will cut down-time, and that modern styling will appeal to passengers.

The bus features deep, low windows, split windscreen and a range of door options. All sizes of Countybus will share common components. The vehicle is targeted to European sales, said



Artist's impression of the Countybus.

marketing director Ian Murray: 'It is an addition to our range of double-deck bodies, and complements the Renault PR100 single-deck without replacing it.'

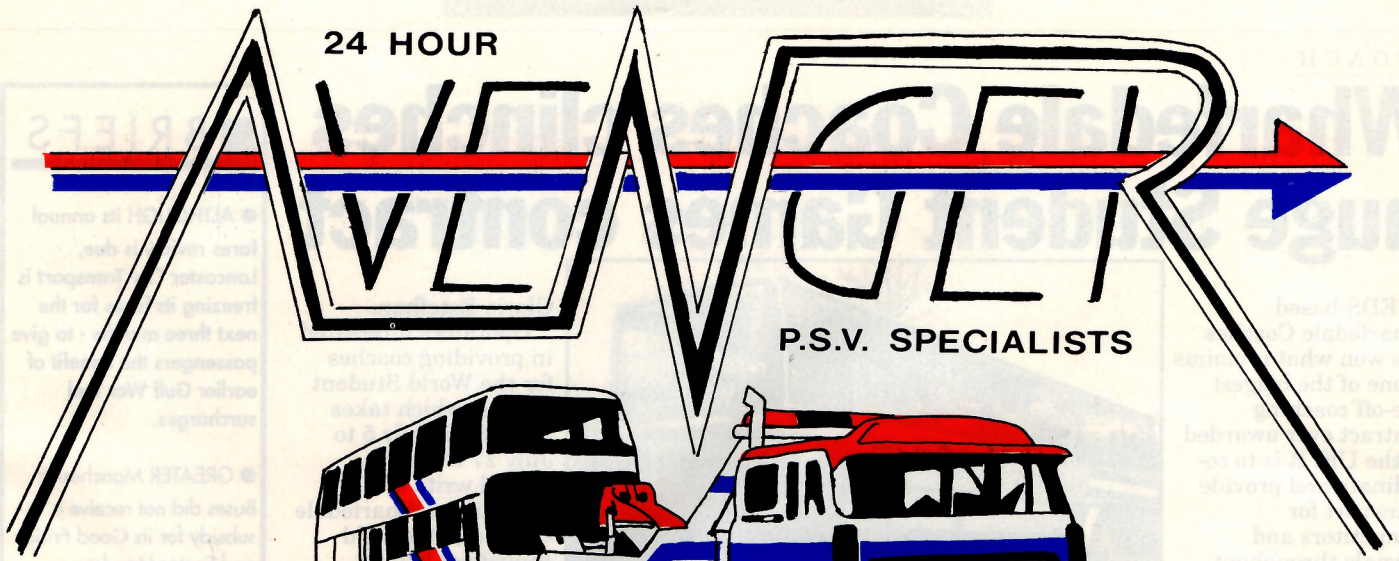
First deliveries will be made late this year.

BUS

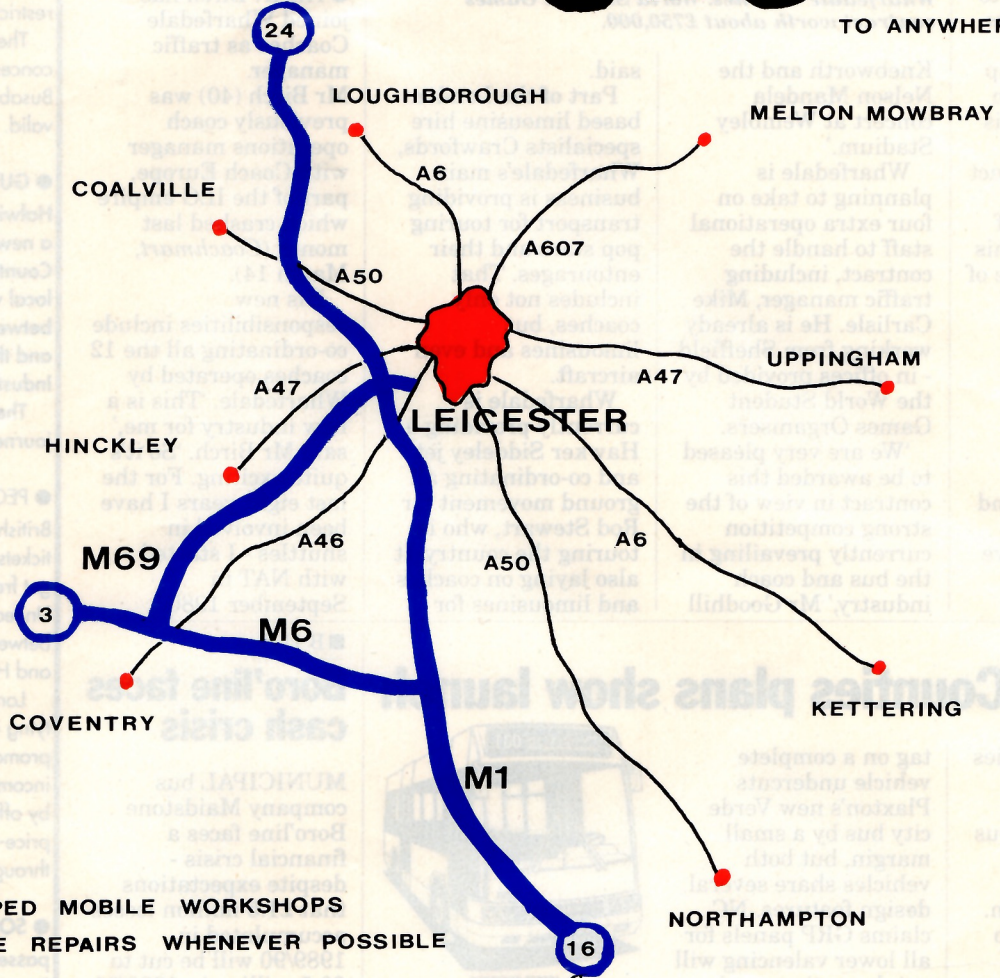
Boro'line faces cash crisis

MUNICIPAL bus company Maidstone Boro'line faces a financial crisis - despite expectations that £1.5 million losses accumulated in 1989/90 will be cut to £0.5 million in 1990/91.

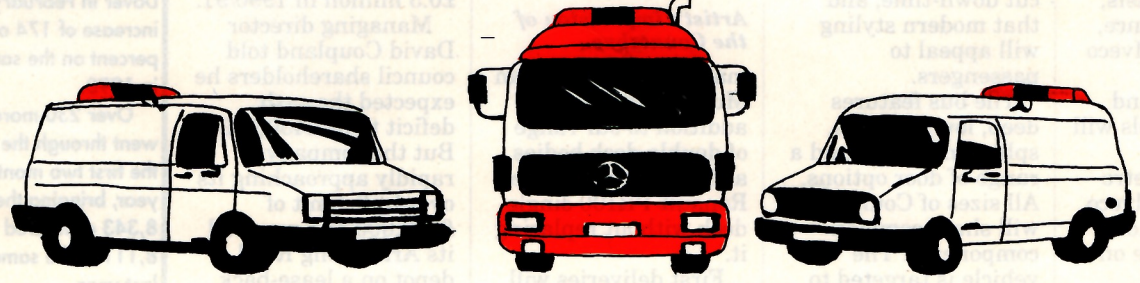
Managing director David Coupland told council shareholders he expected the cash deficit to be £450,000. But the company is rapidly approaching its overdraft limit of £650,000 and may sell its Armstrong Road depot on a lease-back arrangement.



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■ EXPRESS SERVICES

National Express solves BR problems

NORTHBOUND National Express services were given a boost over the Easter Bank Holiday - after a British Rail derailment caused an unexpected fillip in demand.

The derailment at Lichfield fouled up BR's northbound services on the main west line from Euston - with destinations such as Liverpool, Manchester and Glasgow badly affected. 'It will take between three and

four days to rectify, nearly the whole of the busy Easter period,' said a BR spokesman.

Despite Maundy Thursday being the busiest day of the year for National Express, the national line-service network operator was ready for the crisis. 'Growth of demand is being constantly monitored at our central control centre in Birmingham,' said Andy Carey of



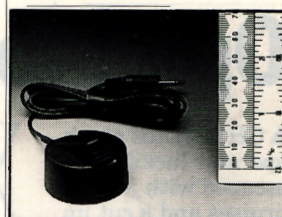
National Express: ready for the crisis.

National Express' marketing division. 'Bookings have not been restricted and we are geared to cope with any extra demand.'

Most overnight coach express services already had between two and four extra coaches drafted in from contracting coach operators throughout the country to cope with extra Easter demand and British Rail's crisis meant there were still more to follow.

Before the derailment, 23 extra coaches had been commissioned for London to Scotland services alone.

■ COACH



Technotrend's new system

FARNBOROUGH-based Technotrend has introduced a new driver's microphone for hands-free use. It may be used in conjunction with cellular telephones, two-way radios as well as with vehicle-based public address systems.

Its pill-shaped housing is designed to be mounted with a Velcro pad on the top dashboard surface, roof lining, windscreen or sun visor - with a microphone element in an arm which pivots through 45 degrees within the housing.

However, PSV regulations as recently amended still stand, according to the BCC. 'The new 'mike' may only be used for short announcements and not extended commentaries,' said the BCC's Liam Fitzpatrick.

Further information on 0252 373242.

■ COACH & BUS

Volvo talks

VOLVO Bus Corporation, Renault Vehicules Industriel and Heuliez Bus are discussing an agreement on co-operation in bus and coach manufacture.

Heuliez Bus, a well-known maker in France, intends to develop its product range, develop specific new market segments and to internationalise its activities. It made around 500 buses in 1990.

An agreement would provide for Heuliez's continued technical co-operation with Renault and also bring in Volvo Bus.

Eurolines announces new European list

EUROLINES' just published timetable lists 12 new European destinations for 1991 and 1992.

Agreements with Eurolines' European partners mean that Toulouse, Limoges, Basle, Zurich, Vienna, Nancy, Rimini, Ancona, Salamanca and Prague are included in the timetable for the first time. The total number of destinations served by Eurolines' scheduled services is now over 200 in 15 countries.

Eurolines, the only



Eurolines: 12 destinations are on the 1991/92 timetable.

UK company offering scheduled coach services to Europe, carried some five million passengers last year and says its loadings have

increased by an average of 15 percent a year since 1989. Of the five million passengers, 360,000 travelled out of the UK and a further 400,000

travelled into the UK from the continent.

'We are definitely on course,' said general manager, John Gilbert. 'When we launched the 1990/91 programme, our sights were firmly trained on expanding and strengthening the Eurolines' network. We are looking to grow still further.'

Eurolines has also published a new range of publications, including a fares and destination guide and booklets on Paris, Brussels, Amsterdam and Ireland.

■ TOURS

Oxford Classic deals with noise problems

RESIDENTS and undergraduates alike will welcome the latest moves by The Oxford Classic Tour - for it has eliminated a major noise nuisance from its open-top city tour buses.

Doing away with noisy public address systems, it has introduced a multi-lingual headphone system. Tourists operate the system by plugging in headphone sets issued free as they board.

Sockets are located near each individual seat and tourists may select language

required and set the volume.

'As a responsible tour operator of many years standing we recognised the annoyance the PA systems were causing,' said Paul Tappin, managing director of Tappins Coaches - part of the The Oxford City Tour consortium which also includes Heyfordian Travel and Lothian Region Transport.

'Residents, people in workplaces and students at their desks were all suffering, but we responded

by installing a system which has completely eliminated the noise nuisance,' he told *Coachmart*.

The Oxford Classic Tour will operate a 15-minute headway during the summer daylight hours with fares set at £4.50 adults, £3.50 OAPs and £2 for children under 12-years-old.

English-speaking tourists, as well as Spaniards, Germans, Danes, Japanese, Swedes, French and Italians will be able to hear the commentary in their mother tongues.

■ ACCIDENT

Operator escapes horror crash

A CHESHIRE coach operator luckily escaped with just bruises and a cut lip after his rollercoaster car collided with another at Alton Towers theme park last week.

Terry Norris, owner of five coach operation Leisure Line of Crewe and Nantwich, decided to go on one of his own excursions to the first day opening of Alton Towers' summer season.

His operations manager, Neil Ramshaw, also went.

Both men decided to try out one of the theme park's most popular rides - The Mouse rollercoaster - and got into the same car.

Terry Norris picks up the story: 'We climbed up to the top, took a couple of corners and then all of a sudden, we came to an instant stop. Then we were

suddenly released and started to go down. As we were getting up speed, we realised that the car in front hadn't moved off.

'It was frighteningly obvious what was going to happen. And it did - we slammed into the back of it. That stoved in the back of the car and sent it flying up the next incline. But not all the way.

'Having gone about half way up it started to come down again. So we collided with it for a second time and rocked together, locked together before we both came to a standstill.

'We were stuck up there for an hour before the fire brigade



Alton Towers: scene of operator's narrow escape.

got us down and an ambulance took us to hospital.'

Six people were involved in the incident in all. Four received hospital treatment and were later released.

Mr Norris badly bruised his ribs, arms and legs and his teeth

were pushed through his bottom lip.

Mr Ramshaw, suffered whiplash injuries.

A spokeswoman for Alton Towers said the ride had been operational for three years without a single accident.

The Mouse, along with every other ride, was fully serviced once a year and checked daily in season.

It was now closed while the accident was investigated by Health and Safety Executive officers. She expected a report in the 'very near future.'

Although shaken, Mr Norris is philosophical: 'It's like our industry - you don't stop riding on coaches because one crashes. But I would be more careful in the future about the rides I take myself and family on.'

● *Mealstop* page 15.

■ OBITUARIES

David Devoil

DAVID Devoil, 43-year old star driver of Ramsey-based Cavalier Coaches, has died in his sleep from cancer after undergoing chemotherapy.

'His dedication to the job lasted until his untimely death - he was always concerned his coach and position with us would be kept open,' said joint-proprietor Kim Crutwell. 'This was always to be - and because of his dedication we are naming his Jonckheere Deauville coach 'The David Devoil' after him. We give our sincere condolences to his wife Janet and suggest to anyone willing that the best memorial will be to give donations to combat this disease.'

Ivy Bland

IVY Bland, aged 81, died peacefully in Rutland Memorial Hospital.

Her hard work and generosity will be sadly missed both by the coach industry and the community she served.

After husband Reg Bland's death in 1985, Ivy gained control of Blands of Cottesmore until three years ago when her son Tony and grandson Ian took over.

The business, which was started by Reg from the Rutland village of Cottesmore in 1929, continues unchanged.

■ MINIBUS

Rapidform converts for PSV customers

RAPIDFORM (Europe) Ltd of Gillingham, Kent, is now converting minibus drive axles to air suspension for its first PSV customers - Always, Baileys and London Transport CentreWest.

Leyland DAF, Iveco, and Mercedes-Benz chassis can be retro-fitted by Rapidform, which has ten years experience of air-suspension on commercial vehicles.

Managing director Tony Rodwell told *Coachmart*: 'By far the biggest single criticism I have encountered about using public transport is that of being tossed about like a cork at sea.'

'While the majority of suspensions may be adequate

for carrying cargo, human beings deserve something better than cart springs.

'It was this awareness which encouraged us to address the need for a drive axle air suspension for vehicles under 7.5 ton, which was not a scaled down version of the trailing arm type traditionally favoured on heavy commercial vehicles.

'These we knew would exhibit exaggerated rise and squat during acceleration and braking and a pendulum effect when cornering.'

The SDI series Air Ride Suspension is said to offer superior ride with the minimum of modification to a wide range of makes and models.

■ TOURS

Tourists flock back to Britain

AFTER a virtual international travel boycott during the Gulf War, Scandinavians are now making a rapid comeback to Britain, according to the London Tourist Board.

The LTB has reported a high level of bookings to London in April, May and June.

An LTB spokesman said with the end to hostilities the Scandinavian market is looking buoyant.

Scandinavian tourists spent £253 million here in 1989.

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Editor in Chief: Mark Barton

News Editor: Mark Williams

Staff Writers: Rod Dovey,

Mike Morgan

Production Editor: Andrew Hurst

Publishing Director - Ian Griffin;

Group Display Sales Manager - Iain Blackhall;

Deputy Group Display Manager - Lynn Cowley;

Group Classified Sales Manager - Stephen Skinner;

Telesales Executives - Sally Wright; Ruth Kitchen;

Sales Representatives - Hugh Cairns, Paul Murtagh, Liz

Green, Lyn Cook;

Advertisement Production Manager - Nicky Cud;

Group Marketing Manager - Sarah Ramsden;

Subscriptions inquiries - Joanne Reed.

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You've been buying...You've been buying...You've been buying...You've been buying...

Richards and Warrington pick Darts

THE increasing popularity of 10 metre vehicles with smaller operators is demonstrated by the red, white and blue Dennis Dart for Richards Brothers of Cardigan.

Built with full width door, split step and full Diptac, the bus was bodied by Carlyle for local service work.

This vehicle follows quickly in the tracks of the 200th Carlyle Dart which was delivered to Warrington Borough Transport.

This was taken as part of a follow on order to bring Warrington's present total of the Birmingham-built nine metre 35-seaters to 13.

The Warrington Dart - for services in the



Richards Brothers: proud owner of a 10-metre Dart.

Warrington and Runcorn areas - is a milestone for both Carlyle and Dennis, according to Carlyle director Chris Jones.

'The total of Darts delivered, including London is around 280, of

which 75 percent are Carlyle's,' claims Mr Jones, who is outspoken in his view on the emergence of competition.

He told *Coachmart*: 'There is a danger of more body builders than there

are customers and this is not good for the real, healthy competition, which is welcome.

'Happily the original and distinctive Carlyle version is proving both a tribute to the original inspiration and to our foresight in putting this excellent design into the market. That also appears to be what our customers believe.'



The 200th Carlyle Dart for Warrington.

Day's buys another coach from Europa

LONGSTANDING Europa customers, Day's Coaches of Kilnhurst near Rotherham, has a sixth coach from the Doncaster PSV manufacturer.

A 23-seat Mercedes-Benz 811D with large luggage boot, originally a joint development between

Day's and Europa, has just joined three other remaining Europa vehicles in the fleet: the first 811 now three years old, a 609D and a 307D.

The latest addition is the sixth vehicle supplied to Derrick Day and son Raymond over an eight



year period and will operate on UK holiday and excursion duties.

Ray Day shows-off the four Europa conversions currently in the fleet which operate alongside larger coaches.

Shearings gets five Reeve Burgess Mercedes conversions

SHEARINGS, Europe's largest coach operator, has added five Reeve Burgess conversions of Mercedes 609Ds to its fleet. Three are 20-seat buses, two are 19-seat coaches. They form a repeat order and bring to eight the number of 609Ds in the Shearings fleet with Reeve Burgess conversions.

The coaches are used for private hires and for tour feeders, while the buses are

allocated to a number of depots, including Shifnall where they are used on Shropshire tendered services.

All are built to Reeve Burgess' standard specification with soft trim interior. They have power doors, giving flexibility to use the coaches on local bus services if needed.

All are powered by 88 bhp Mercedes OM364 engines.



Shearings: bought more Mercedes 609Ds.

You've been buying...You've been buying...You've been buying...You've been buying...

Capital Gatwick takes delivery of new Optare

CAPITAL Gatwick has a new two door Optare Delta based on DAF SB220 chassis for use as a courtesy bus for the Holiday Inn at Gatwick.

The bus operates 18 hours per day between hotel and the Gatwick Airport terminals.

Geraldine Faulks, customer services manager for Capital Gatwick said: 'The Optare Delta was chosen because there was the option to provide two doors which were wide enough to allow passengers to board and alight with ease along with their luggage and this enabled tight service schedules to be achieved.' Specification on the vehicles includes 32 dual-purpose moquette trimmed seats with the facility to carry a further 24 standing passengers.



Shiel Buses goes for a bigger vehicle



DONALD and Alistair MacGillivray of Shiel Buses of Acharacle, Argyll has purchased a 24-seat Mercedes-Benz minibus after finding 16-seat Ford Transits successful, but too small.

The new coach is the 13-year-old company's third small coach. It joins two 16-seat Transits and three full-size vehicles.

Alistair MacGillivray said the selection of Mercedes was down to a lack of choice in this sector of the market. He

said: 'It's been very good for us so far, covering 700 miles per week on contracts and occasional private hire.'

Supplied by Made-to-Measure, the 609D specification includes high back moquette seats by Kustombuilt, full soft trim interior, full length luggage racks with driver's locker, four speaker Blaupunkt stereo radio/cassette, saloon heater, electric intake/extract, decorative curtains and wheel trims.

First Dennis Javelin for Steels Coaches

STEELS COACHES of Addingham, West Yorkshire, has recently taken delivery of its first Dennis Javelin.

Proprietor Timothy Steel told *Coachmart*: 'It's a new product we haven't had before.'

'It was a situation where the rep called on us and if he hadn't done so we wouldn't have done the deal.'

The Javelin will run alongside Volvos and Leylands. It replaces a V reg AEC run for 12 months as a fill-in when Steels Coaches was without a 53-seater vehicle.

Mr Steel expects to replace the heavyweights after five years, but he qualified this by saying: 'It's all down to market forces.'

Although the new coach has not had time to confirm first impressions, Mr Steel said: 'I'm rather impressed



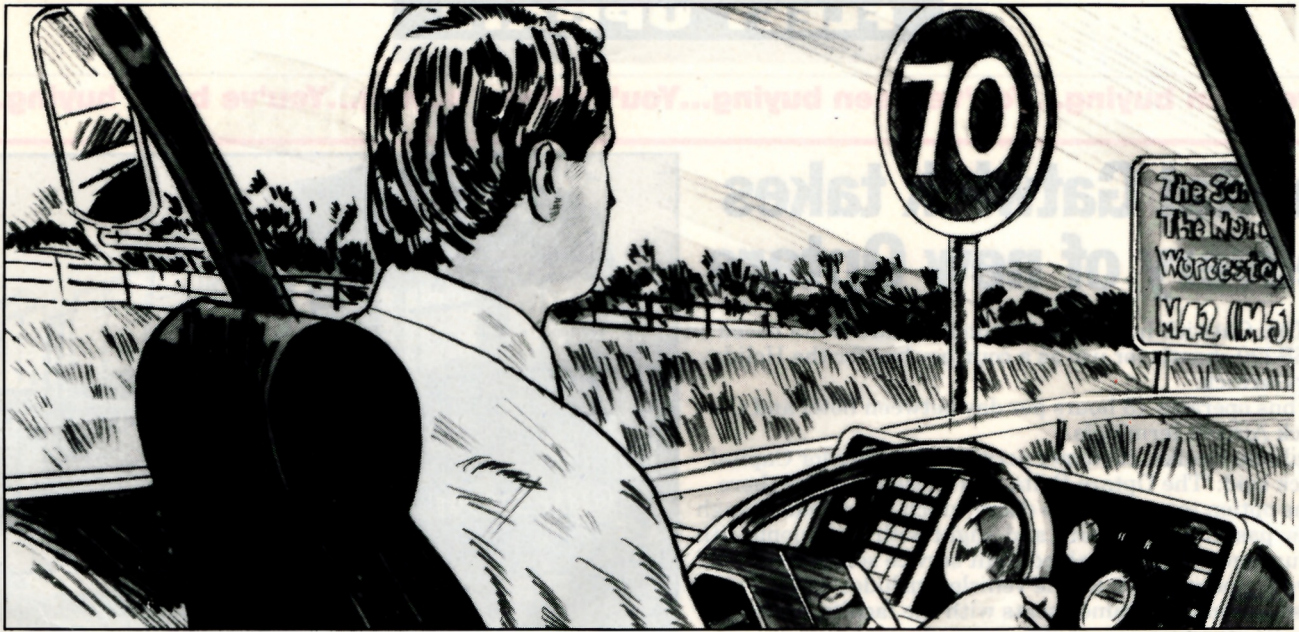
with the chassis which seems to offer the right ingredients for coaching.'

The comprehensive equipment in the Salvador Caetano high-floor 3.35 metre bodywork includes 53

reclining seats, courier seat, power plug door with peage window, tinted side windows with full draw curtains, full height rear continental door, Blaupunkt radio/PA/cassette system and full soft trim with

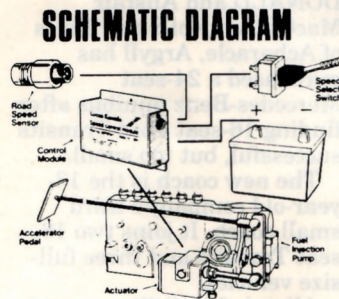
centre-gangway carpet.

Finished in Steels' livery of black and red reliefs on a white base, the coach will be used for Steels' front-line coaching duties and private hire work.



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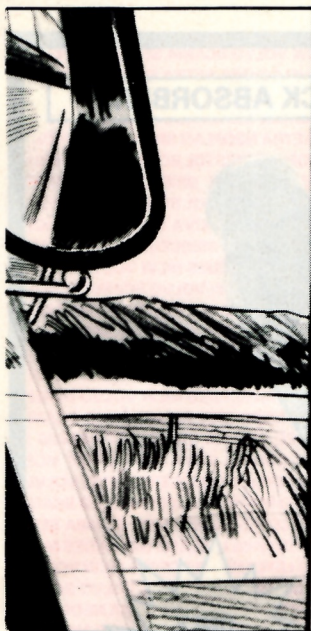
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SCUNTHORPE	H & L GARAGES LIMITED	0724-856655
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SOUTH KILLINGHOLME	H & L GARAGES LIMITED	0469-571666
STOCKTON ON TEES	ELECTRO DIESEL NORTH EAST	0642-679741
THORNABY	AUTO ELECTRICS (TEESIDE) LTD	0642-607901
YORK	YORK AUTOELECTRICS LIMITED	0904-654513

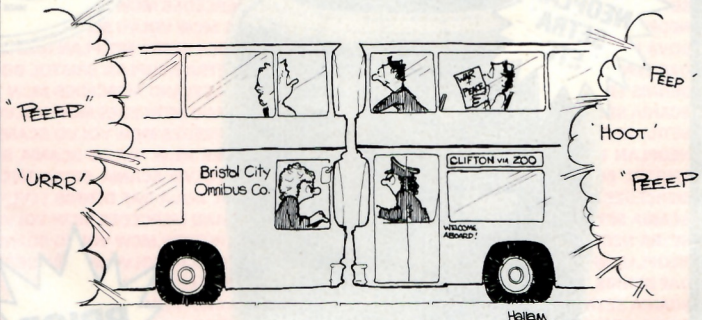
MIDLANDS

ASTON	LUCAS SERVICE UK LIMITED	021-327-1525
BIRMINGHAM	BIRMINGHAM TRUCKS LIMITED	021-707-9700
BOSTON	C.F. PARKINSON LIMITED	0205-363008
BURTON	JEFFREY'S HAULAGE LTD	0283-214326
DARLSTON	WINCANTON TRANSPORT LIMITED	021-526-3833
DERBY	SHERWOOD DAF TRUCK LTD	0773-863311
DODCOT	TAPPINS COACHWORLD	0235-511115
EVESHAM	COULTERS OF EVESHAM	0386-442525
HALESOWEN	LEX TILLOTSON (STOUR VALLEY)	0384-424500
HINKLEY	PRAYNE'S GARAGES LIMITED	0455-38911
LEICESTER	A.B. BUTT LIMITED	0533-513344
LEICESTER	COSSINGTON COMMERCIAL VEHICLES	0533-607111
LINCOLN	C.F. PARKINSON (LINDSEY) LIMITED	0522-530176
NEWARK	C.F. PARKINSON (NOTTS) LIMITED	0636-72631
NOTTINGHAM	R.H. COMMERCIAL VEHICLES LIMITED	0602-866571
NORTHAMPTON	NORTHAMPTON DIESEL	0604-755321
OXFORD	EVENLOO TRUCK CENTRE LIMITED	0865-881581
STAFFORD	LLLOYD'S GARAGE LIMITED	0785-51331
STAPLEFORD	TRENT TRUCKS	0602-395000

SCOTLAND/N. IRELAND

ABERDEEN	THE HARPER MOTOR COMPANY LTD	0224-714741
ABERLOUR	MCPHERSONS TRANSPORT	03045-401/3
BALLYCLARE	DENNISON COMMERCIALS LIMITED	09603-52827
BARRYHEAD	AUSA TRUCKS LTD	041-881-5851
BROXBURN	BEAVERBANK MOTOR CO. LTD	0506-854834
CARRONSHORE	MILLARS TRUCK CENTRE	03245-56211
COLRAINE	THE TACHOGRAPH CENTRE	0265-54946
DUNBAR	LOWLAND TACHOGRAPH CENTRE	0368-62343
EDINBURGH	SMT SALES & SERVICE CO LTD	031-337-9300
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GLASGOW	LUCAS SERVICE UK LIMITED	041-332-6591
GLASGOW	WYLIES LIMITED	041-429-6262
KILMARNOCK	AYRSHIRE TACHO CENTRE	0563-22551
NEWTOWNABBY	AGNEW COMMERCIALS LIMITED	0232-342-4111
NEWTOWNABBY	J.E. COULTERS (TRUCKS) LIMITED	0232-844925
OMAGH	ETS VEHICLES LTD	0662-243491
PERTH	FREWS CARS LIMITED	0738-25121
RENFREW	RELIABLE VEHICLES LIMITED	041-886-5633
STRANRAER	WESTERN SCOTTISH OMNIBUSES	0776-4484

The battle of the Bristol bus drivers



DRIVERS squaring up to each other in the street was just the sort of bus deregulation story that delighted editors in those heady days when competition broke out in isolated towns throughout the country. Then the corporate cheque books went to work, the old monopolies re-established themselves and bus war headlines were replaced with wars of a rather more serious nature.

But, in Bristol last week there was a throw back to the good old days. Two double deck buses came face to face with each other. Parked cars lining the street stopped them passing and both refused to give way. The feuding drivers glared at each other but neither would reverse. Within minutes they had caused an enormous traffic jam, with cars, vans and other buses stuck behind.

Ah, that brings back memories. Just like the good old days. But, like most things nostalgic, it was somehow different, less satisfying, the second time round. For a start, both drivers were working for the same company - Badgerline subsidiary Bristol City Line. Well, there's a modern twist to a familiar story. And there's

APOLOGIES to Terry Norris and Neil Ramshaw for the following, but it does offer a bit of light relief to what was a fairly sobering story.

Both men were unlucky enough to be taking their first ride in Alton Towers' popular Mouse ride when it decided to go wrong (News page 10). Having crashed repeatedly into the wagon in front of them, the two men were stuck high on the ride for an hour before the fire brigade managed to get them, stirred and decidedly shaken, down to safety.

When they got into the ambulance waiting below, the unfortunate duo could have been forgiven for thinking their troubles were over. Wrong! Rushing to take them to North Staffs Hospital in Stoke on Trent, the ambulance crashed into another vehicle and the two men were delayed for another half an hour. Surely a case of adding insult to injury...



more. Just to bring the story completely up to date, both drivers were women.

It seems the two women drivers, who staff at City Line said were called Doreen and Denise, did not get on at all and a row had been brewing for some time. When it did finally boil over, it was to spectacular effect.

Both Denise and Doreen were in touch by two way radio with their central control, but refused to speak to each other. Shoppers gathered to watch as passengers pleaded with them to end their quarrel. City Line sent an emergency team to sort out the tangle as police were called. But still the women refused to give way. Eventually a bus inspector climbed behind the wheel of one of the deckers and reversed it out of the way.

With people like that on the same side, who needs competition?

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(0302) 832136
Car (0860) 420878
PAUL BROCK - Wales/South West
(0633) 367176
Car (0860) 743271
ALISTAIR WILSON - London/South East
(0279) 657046
Car (0860) 743272

DAF

1988 (E) MB 230 - CAETANO ALGARVE, 53
recliners, courier seat, rear continental
door, curtains, radio/PA/cassette.

1987 (D) SB 2300 DHS - DUPLÉ 340, 57
recliners, power door, centre door,
provision for centre toilet.

1986 (D) SB 2300 - CAETANO ALGARVE,
49/53 seats, centre continental door,
courier seat, boxed/wired for video,
Webasto, boiler, berth.

1986 (C) BOVA FUTURA FLD, 53 recliners,
courier seat, double glazed, power door.

**1985 (C) MB 200 DKFL - CAETANO
ALGARVE**, 53 (retrimmed) recliners,
courier seat, continental door, Telma.

1984 (A) BOVA CALYPSO, 53 recliners,
power door, curtains, radio.

1983 (Y) BOVA EUROPA II, 47 recliners,
toilet, courier seat, Webasto, boxed/wired
for video.

**1982 (PP) MB 200 DKTL - PLAXTON
SUPREME V**, 48 seats, toilet, servery,
tinted windows, curtains.

BEDFORD

1987 (D) YNV - CAETANO ALGARVE, 57
seats, power door, side locker, wheel
trims.

**1986 (C) YNV - PLAXTON PARAMOUNT
3200**, 52 seats, rear toilet, servery,
boxed/wired for video, radio/PA/cassette,
power door, side locker.

1985 (C) YNV - CAETANO ALGARVE, 53
recliners, continental door, side lockers,
tinted windows, curtains.

1981 (W) YMT - DUPLÉ DOMINANT IV,
53 seats, power door, radio/PA.

VOLVO

1988 (E) B10M GL - CAETANO ALGARVE,
49/53 recliners, courier seat, double
glazed, centre demountable toilet,
continental door, radio/PA/cassette.

1980 (V) B58 - DUPLÉ DOMINANT II EXP,
53 seats, power express doors, semi
automatic.

1980 (V) B58 - DUPLÉ DOMINANT II EXP,
53 seats, power express doors, radio.

MERCEDES

1983 (PP) 0303 JONCKHEERE P50, 49
recliners, courier seat, centre toilet,
continental door, double glazed, radio.

1983 (Y) 0303 - JONCKHEERE BERMUDA,
49 recliners, power door, toilet, wardrobe,
radio.

**1982 (PP) 0303 - JONCKHEERE
BERMUDA**, 49 recliners, power door,
centre toilet, bunk, fridge, radio/PA.

LEYLAND/AEC

1987 (D) TIGER 2602F - DUPLÉ 320, 48
recliners, rear toilet, servery, courier seat,
radio/PA.

**1983 (Y) TIGER 245 S/A - DOUPLE DOM
IV EXP**, 53 seats, power express doors,
SBG front.

**1983 (Y) TIGER 245 ZF - PLAXTON
PARAMOUNT 3500**, 49 recliners, courier
seat, rear sunken toilet, double glazed,
berth, drinks machine, radio/PA.

**1982 (X) LEOPARD ZF - DUPLÉ
DOMINANT II**, 53 seats, Bristol Dome,
power door.

**1981 (W) LEOPARD ZF - DUPLÉ
DOMINANT III**, 57 seats, power door,
radio.

**1981 (W) AEC 760 S/A - PLAXTON
SUPREME IV**, 53 sats, power door.

**1979 (T) AEC 760 ZF - DUPLÉ DOMINANT
II**, 53 seats, power door, side lockers.

MIDIBUS

**1988 (E) MERCEDES 811 - OPTARE
STARIDER**, 29 seats, power door, radio/PA.

**1986 (C) LEYLAND - OPTARE SERVICE
BUS**, 33 seats (8 standees), automatic
gearbox, power doors.

1985 (B) IVECO 60.10 - CAETANO BEJA,
18 seats, power doors.

Full list of vehicles available on request.

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Legislation for compromise

From Ray Pearson

SIR

It would seem that yet again our legislators have reached nothing more than compromise over an issue which affects all of us in the PSV industry.

I refer to your Legal News item on page 29 of *Coachmart* February 28, which informs that the requirement for drivers of vehicles over eight seats and used commercially must be holders of PSV licences has been abandoned. Further, that if recent experience of driving larger passenger carrying vehicles (over 16 seats) is prevalent, individuals may seek and receive sanction to carry on driving them on a car licence.

To all of us who have had to pass a PSV driving test to prove ourselves capable of taking care of the most valuable loads on the roads this is just another slap in the face.

As long as I can remember as a PSV licenced driver there has been contention over the fact that anyone could drive coaches and buses provided there was no charge to passengers. This allowed social services departments, scout troops, schools, etc, etc, to nullify the wages which should have been paid to professional drivers by doing the job themselves with unqualified drivers.

We frequently hear of low wage rates for PSV drivers, particularly in what used to be the private sector. We hear operators complaining of low rates and we all too often hear about companies who fold due to lack of revenue. All these things can be attributed on many occasions to the ease with which the organisations mentioned and others can operate their own vehicles with untested, unlicensed drivers.

This latest piece of news is not surprising. Like many other items of legislation it is the easy way out. I can imagine the comments, "it's only the PSV industry, it does not really matter, it is only a second rate industry, best not upset the Social Services, they have gotten by this far," and so on. This industry has got by -

but only by the skin of its teeth and that is wearing pretty thin.

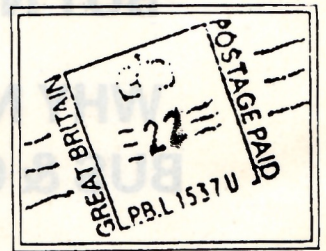
The story does not end here though, we then have the media to contend with and we all know that it is always open season on buses and coaches involved in accidents.

I remember during my time with this magazine keeping a record of the number of PSV accidents reported through the media and the number of them which were actually PSV registered. I do not have the exact figures anymore but if my memory serves me correctly only around 20% were actually buses or coaches. The remainder were those already mentioned and driven by car licenced drivers. The media made no mention of these facts and on several occasions actually adapted accident reports to sound as though PSVs were involved.

One in particular I remember was headlined "Coach involved in crash." On reading the story it became apparent that the coach was of the railway variety and happened nowhere near a road and involved no road vehicles whatsoever.

If the media want to create headlines they could have a field day by emphasising that on the majority of occasions non PSVs driven by unlicensed drivers were the passenger

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The Editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

carriers involved in the accidents. This would not only give them ammunition for their causes but also help greatly with ours.

I understand that the new legislation was another step towards falling in line with European requirements. We are constantly reminded how we are now part of Europe and must fall into line with other EEC member states in order to become a really united community with one set of rules for all. Yet time after time exceptions are made to placate our existing inefficient legal and trading practices.

I suspect the reason for this latest reversal of proposals is because it would bring mainly the social services transport departments to a virtual standstill because they do not have the numbers of licensed

drivers that would be needed to keep their welfare buses running. Well hard luck!

It is only their own inefficiency and procrastination that has prevented them from getting their drivers passed out in time. After all we have known about this proposed legislation for some time, it was due to be introduced on January 1st this year but was then delayed to April to allow organisations more time to comply.

Now it is watered down to a level which changes nothing from the previous system other than the wording on some official document.

I and thousands of others proved our worth by passing a pretty stiff test and I see no reason why our professionalism should be shadowed by those who have no similar professional standing, simply because it is convenient. I call upon this and other PSV industry publications, on the operators' organisations, the trade unions and the BCC, as the representative body of the industry, to bring weight to bear now to force the legislators to legislate correctly.

Or do they really want their children, relatives, and those they are responsible for to be driven on our overcrowded roads by drivers who have not proved they are capable of caring for them as safely as is possible.

Rigid enforcement of PSV driver licensing is worthwhile!

Nostalgia corner

NOSTALGIA Corner is always in search of the unusual and Bill Sharp of Ingatestone in Essex certainly came up with something out of the ordinary. This remarkable 1950s' vehicle was known as a Duplex. It combined the looks of airport coaches and suburban double-deck trains of the period.

No doubt inspired by a need to pack the maximum number of passengers in a single-deck coach, the ingenious designers managed to squeeze 50 seats in its 30 ft length.

Built on Leyland Royal Tiger chassis, the coach had a stylish exterior with window arrangement which suggests passengers were stacked inside. Seating was arranged



in two layers without being a true double-decker. The result must have been at best claustrophobic, and inevitably unpopular.

The vehicle was operated by Colin Pegg of Norfolk and escaped preservation, having been sold to a farmer in Kent or some similar fate.

Bill Sharp believes that the only other Duplex operated in London for KLM, the Dutch airline.

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Come off it, Marksman!

From a coach driver

SIR

I am writing to you concerning the article by 'Marksman' in *Coachmart* March 14 on sickness and absenteeism.

I must take issue with him over this.

If you are genuinely ill, the last place you should be, or your employer should want you to be, is at the wheel of his coach. You need to be on top form to drive any large vehicle these days, a sentiment that I'm sure Marksman would agree with.

If so, then he simply cannot complain if his drivers do not come to work when they are not in a fit state to drive.

But I see the old chestnut of the man being sick and being caught digging his garden is dragged out again.

I fear that Marksman has the same prejudices as my own employer, who in effect pays no sick pay at all,

believing that his drivers are all keen to rip him off with a sick pay scheme.

While Marksman spends much space in his articles rightly urging operators to eliminate losses and avoid cut price tendering to eliminate losses, I would like to see a lot more from him about the need to improve substantially the status, wages and conditions of his staff and everybody else's in this industry. Frankly we are still back in the 'fifties' in this respect and when the recession ends, the usual staff shortages will reappear.

It would be nice if employers in this industry would wake up to all the reasons why this happens. It isn't just due to unsociable hours and the difficulties of traffic congestion and problems with the general public, it has as much to do with the prevalent attitude taken towards drivers that they can be regarded as an unfortunate unavoidable necessity.

Calling owner/drivers

From an owner/driver

SIR

As a coach owner/driver, I have come across no end of problems and expenses which have been created because I am an individual.

To alleviate these problems I am setting up an Owner/Drivers Club, whereby, as a group of individuals we can benefit from group discounts on insurance, tyres, rescue, etc. Working as a large national concern under one heading, we can command the right price for a day's hire and share the work load amongst our members.

Each member will be responsible for his own reputation, and run his own business his own way. By keeping their individuality, the standards will be kept high.

A 24 hour manned central phone point could sort out all

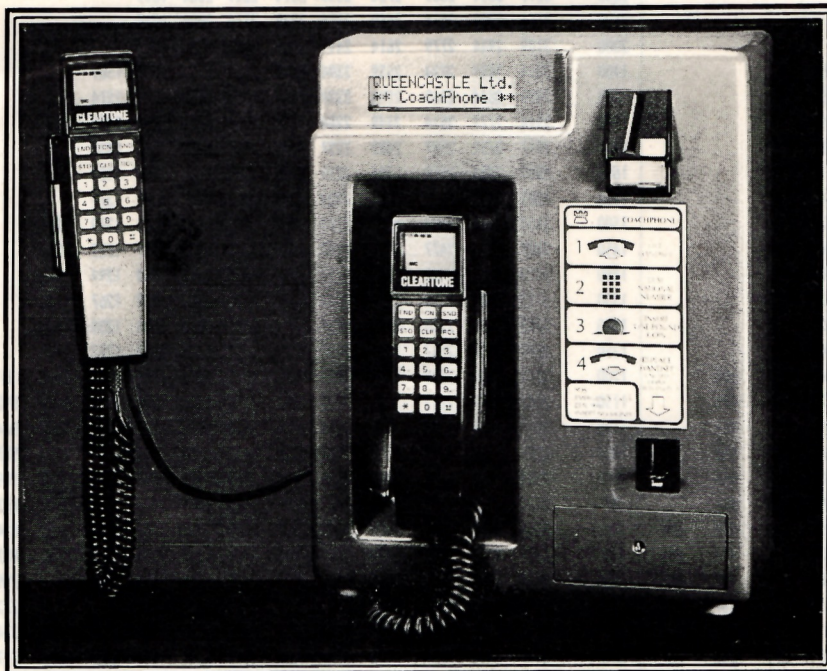
the problems from breakdowns to financial, and cut out the conman situation which seems to arise the minute an individual has a hitch.

We have an office with FAX, computers and accounting facilities, so no problems should go unsolved. As a CPC holder, even a transport manager service could be offered.

Obviously there would be a membership fee. The amount would relate to how many members there were in the system. If an assumed figure of £150 per annum was used, this would only be part of the monies saved on the insurance alone, all the other benefits would be a plus.

If you are interested in this scheme, then please write to the editor at the address given on page 17. Mark the envelope Owner/Drivers Club and we will pass it on to the organiser.

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Keep on target with your prices



I KNOW of some operators who do not do their own costing exercises. They use pricing tables supplied by local operator associations, or even use the fore-runners of the tables on this page. I can not emphasise too strongly how dangerous this is - for no two operators' costs are even similar - far less the same.

Nevertheless, the *Coachmart* office gets frequent requests for copies of my past tables, so I again reproduce the ones which I am using for my fairly typical mixed fleet which has an average vehicle age of about six years, probably a below average amount of financing, and which is well marketed and

costs kept in check (as explained in the previous two week's articles).

In line with those principles and past practice, I still make a turn out charge which is designed to cover the basic administration and cleaning costs - which are much the same whatever the length of the hire. Remaining costs have been split on a time and distance basis.

It will be noted from the tables that some days or periods of the year merit 'normal' prices with an off peak price being quoted for the less busy times.

I prefer to think of these tables as examples for others rather than the working tools of readers. Make what you will of them, but do make a profit in 1991!



Excursions: make sure yours are running profitably.

MARKSMAN PRIVATE HIRE COACH PRICING TABLE FOR: UK TOUR USING A STANDARD QUALITY FULL SIZE COACH

DATA: Turn out charge of £ 29.00 Plus: Charge per day of £135.00 Plus: Charge per mile of 54.0 pence

MILES

1200	1757	1622	1487	1352	1217	1150	1082	1048	1015										
1150	1730	1595	1460	1325	1190	1123	1055	1021	988										
1100	1703	1568	1433	1298	1163	1096	1028	994	961										
1050	1676	1541	1406	1271	1136	1069	1001	967	934										
1000	1649	1514	1379	1244	1109	1042	974	940	907										
950	1622	1487	1352	1217	1082	1015	947	913	880										
900	1595	1460	1325	1190	1055	988	920	886	853	819									
850	1568	1433	1298	1163	1028	961	893	859	826	792									
800	1541	1406	1271	1136	1001	934	866	832	799	765									
750	1514	1379	1244	1109	974	907	839	805	772	738									
700	1487	1352	1217	1082	947	880	812	778	745	711									
650	1460	1325	1190	1055	920	853	785	751	718	684									
600	1433	1298	1163	1028	893	826	758	724	691	657	623								
575	1420	1285	1150	1015	880	813	745	711	678	644	610								
550	1406	1271	1136	1001	866	799	731	697	664	630	596								
525	1393	1258	1123	988	853	786	718	684	651	617	583								
500	1379	1244	1109	974	839	772	704	670	637	603	569								
475	1366	1231	1096	961	826	759	691	657	624	590	556								
450	1352	1217	1082	947	812	745	677	643	610	576	542	508							
425	1339	1204	1069	934	799	732	664	630	597	563	529	495							
400	1325	1190	1055	920	785	718	650	616	583	549	515	481							
375	1312	1177	1042	907	772	705	637	603	570	536	502	468							
350	1298	1163	1028	893	758	691	623	589	556	522	488	454							
325	1285	1150	1015	880	745	678	610	576	543	509	475	441							
300	1271	1136	1001	866	731	664	596	562	529	495	461	427	394						
275	1258	1123	988	853	718	651	583	549	516	482	448	414	381						
250	1244	1109	974	839	704	637	569	535	502	468	434	400	367						
225	1231	1096	961	826	691	624	556	522	489	455	421	387	354						
200	1217	1082	947	812	677	610	542	508	475	441	407	373	340						
175	1204	1069	934	799	664	597	529	495	462	428	394	360	327						
150	1190	1055	920	785	650	583	515	481	448	414	380	346	313						
125	1177	1042	907	772	637	570	502	468	435	401	367	333	300						
100	1163	1028	893	758	623	556	488	454	421	387	353	319	286						

DAYS 8 7 6 5 4 3.5 3 2.75 2.5 2.25 2 1.75 1.5

ADJUSTMENTS: PLUS: £44.00 per day for second driver or courier. Any excessive parking charges which may be incurred. Accommodation charge for drivers if not being provided LESS: Up to 10% if hire is off season and/or for smaller coach

MARKSMAN PRIVATE HIRE COACH PRICING TABLE FOR: CONTINENTAL TOUR USING A STANDARD QUALITY FULL SIZE

DATA: Turn out Charge of £ 29.00 Plus: Charge per day of £165.00 Plus: Charge per mile of 55.0 pence

MILES

2500	3384	3219	3054	2889	2724	2559	2394	2229	2064										
2400	3329	3164	2999	2834	2669	2504	2339	2174	2009										
2300	3274	3109	2944	2779	2614	2449	2284	2119	1954										
2200	3219	3054	2889	2724	2559	2394	2229	2064	1899										
2100	3164	2999	2834	2669	2504	2339	2174	2009	1844										
2000	3109	2944	2779	2614	2449	2284	2119	1954	1789										
1900	3054	2889	2724	2559	2394	2229	2064	1899	1734	1569									
1800	2999	2834	2669	2504	2339	2174	2009	1844	1679	1514									
1700	2944	2779	2614	2449	2284	2119	1954	1789	1624	1459									
1650	2917	2752	2587	2422	2257	2092	1927	1762	1597	1432									
1600	2889	2724	2559	2394	2229	2064	1899	1734	1569	1404									
1550	2862	2697	2532	2367	2202	2037	1872	1707	1542	1377									
1500	2834	2669	2504	2339	2174	2009	1844	1679	1514	1349	1267								
1450	2807	2642	2477	2312	2147	1982	1817	1652	1487	1322	1240								
1400	2779	2614	2449	2284	2119	1954	1789	1624	1459	1294	1212								
1350	2752	2587	2422	2257	2092	1927	1762	1597	1432	1267	1185								
1300	2724	2559	2394	2229	2064	1899	1734	1569	1404	1239	1157								
1250	2697	2532	2367	2202	2037	1872	1707	1542	1377	1212	1130								
1200	2669	2504	2339	2174	2009	1844	1679	1514	1349	1184	1102	1019							
1150	2642	2477	2312	2147	1982	1817	1652	1487	1322	1157	1075	992							
1100	2614	2449	2284	2119	1954	1789	1624	1459	1294	1129	1047	964							
1050	2587	2422	2257	2092	1927	1762	1597	1432	1267	1102	1020	937							
1000	2559	2394	2229	2064	1899	1734	1569	1404	1239	1074	992	909							
950	2532	2367	2202	2037	1872	1707	1542	1377	1212	1047	965	882							
900	2504	2339	2174	2009	1844	1679	1514	1349	1184	1019	937	854	689						
850	2477	2312	2147	1982	1817	1652	1487	1322	1157	992	910	827	662						
800	2449	2284	2119	1954	1789	1624	1459	1294	1129	964	882	799	634						
750	2422	2257	2092	1927	1762	1597	1432	1267	1102	937	855	772	607						
700	2394	2229	2064	1899	1734	1569	1404	1239	1074	909	827	744	579						
650	2367	2202	2037	1872	1707	1542	1377	1212	1047	882	800	717	552						
600	2339	2174	2009	1844	1679	1514	1349	1184	1019	854	772	689	524						
550	2312	2147	1982	1817	1652	1487	1322	1157	992	827	745	662	497						
500	2284	2119	1954	1789	1624	1459	1294	1129	964	799	717	634	469						

DAYS 12 11 10 9 8 7 6 5 4 3 2.5 2 1

ADJUSTMENTS: PLUS: £50.00 per day for second driver or courier. Ferry charges for coach and passengers. Accommodation charge for drivers if not being provided LESS: Up to 10% if hire is off season and/or for smaller coach NN.B. These rates include Green Card and limited allowance for tolls

MARKSMAN PRIVATE HIRE COACH PRICING TABLE FOR: DAY HIRE for MERCEDES 21 seater MINIBUS

DATA: Turn out Charge of £27.00 Plus: Charge per hour of £ 9.50 Plus: Charge per mile of 39.0 pence

MILES	500	450	400	380	360	340	320	300	280	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30
15	365	346	326	318	310	303	295	287	279	271	268	264	260	256	252	248	244	240	236	232	229	225	221	217	213	209	205	201	197	193	189	185	182
14	355	336	316	308	300	293	285	277	269	261	258	254	250	246	242	238	234	230	226	222	219	215	211	207	203	199	195	191	187	183	179	175	172
13	346	327	307	299	291	284	276	268	260	252	249	245	241	237	233	229	225	221	217	213	210	206	202	198	194	190	186	182	178	174	170	166	163
12	336	317	297	289	281	274	266	258	250	242	239	235	231	227	223	219	215	211	207	203	199	195	191	187	183	179	175	171	167	163	159	155	153
11	327	308	288	280	272	265	257	249	241	233	230	226	222	218	214	210	206	202	198	194	190	186	182	178	174	170	166	162	158	154	150	146	144
10	317	298	278	270	262	255	247	239	231	223	220	216	212	208	204	200	196	192	188	184	180	176	172	168	164	160	156	152	148	144	140	136	132
9	308	289	269	261	253	246	238	230	222	214	211	207	203	199	195	191	187	183	179	175	171	167	163	159	155	151	147	143	139	135	131	127	123
8	298	279	259	251	243	236	228	220	212	204	201	197	193	189	185	181	177	173	169	165	161	157	153	149	145	141	137	133	129	125	121	117	113
7	289	270	250	242	234	227	219	211	203	195	192	188	184	180	176	172	168	164	160	156	152	148	144	140	136	132	128	124	120	116	112	108	104
6	280	261	241	233	225	218	210	202	194	186	183	179	175	171	167	163	159	155	151	147	143	139	135	131	127	123	119	115	111	107	103	99	95
5	270	251	231	223	215	208	200	192	184	176	173	169	165	161	157	153	149	145	141	137	133	129	125	121	117	113	109	105	101	97	93	89	85
4	260	241	221	213	205	198	190	182	174	166	163	159	155	151	147	143	139	135	131	127	123	119	115	111	107	103	99	95	91	87	83	79	75
3	250	231	211	203	195	188	180	172	164	156	153	149	145	141	137	133	129	125	121	117	113	109	105	101	97	93	89	85	81	77	73	69	65
2	240	221	201	193	185	178	170	162	154	146	143	139	135	131	127	123	119	115	111	107	103	99	95	91	87	83	79	75	71	67	63	59	55
1	230	211	191	183	175	168	160	152	144	136	133	129	125	121	117	113	109	105	101	97	93	89	85	81	77	73	69	65	61	57	53	49	45

ADJUSTMENTS: PLUS: £4.50 per hour for second driver or courier. Any excessive parking charges which may be incurred.
LESS: £27.00 if the hire is not over afternoon peak time on schooldays.

MARKSMAN PRIVATE HIRE COACH PRICING TABLE FOR: DAY HIRE for 45/47 seaters at NORMAL PRICE RATES

DATA: Turn out Charge of £29.00 Plus: Charge per hour of £ 8.50 Plus: Charge per mile of 51.0 pence

MILES	500	450	400	380	360	340	320	300	280	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30
15	412	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
14	403	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
13	395	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
12	386	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
11	378	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
10	369	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
9	361	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
8	352	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
7	344	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
6	336	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
5	327	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
4	319	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
3	310	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
2	301	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123
1	293	387	378	370	361	353	344	336	327	319	310	301	293	284	276	267	259	251	242	234	225	217	208	200	191	183	174	166	157	149	140	132	123

ADJUSTMENTS: PLUS: £4.50 per hour for second driver or courier. Any excessive parking charges which may be incurred.
LESS: £27.00 if the hire is not over afternoon peak time on schooldays.

MARKSMAN PRIVATE HIRE COACH PRICING TABLE FOR: DAY HIRE for 45/47 seaters at NORMAL RATES or 49 to 53 seaters at OFF PEAK RATES

DATA: Turn out Charge of £29.00 Plus: Charge per hour of £ 9.00 Plus: Charge per mile of 52.0 pence

MILES	500	424	415	406	397	388	379	370	361	352																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							</
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SHOPPING ON A GRAND SCALE

Rod Davey does business on a big scale - weighing in with a 1983 highline Setra S215.HDU on a shopping trip to Calais for Yorks of Northampton.

FACILITIES at the Department of Transport's Boughton Weigh Bridge were the last things I had expected to road test - before driving this Kassbohrer Setra with Yorks of Northampton.

I was returning from Calais with a coach full of Avon ladies who had booked a private hire for a beer run/shopping trip when we were flagged down by the Law just before the A2/M2 roundabout. But Yorks had been caught twice before and issued all its drivers with strict and accurate guidelines regarding legal carrying capacities.

Although disappointment ruled when I had been told I would not be able to carry out an in-service fuel consumption test, I was additionally glad the policy was to keep the fuel tank half-empty, or half-full, whatever.

Neck-to-neck testing was the last thing on my mind as Yorks' regular driver, Les Row, jettisoned the toilet's clean water supply approaching the weigh bridge - otherwise it might have been business on a big scale.

With officials resplendent in DTp day-glo tabbards awaiting us, I was instructed to drive slowly over this precision scale, while a team of ministry men checked for filth on the approach road.

In the event, we were within the legal limits. The front axle weighed 5,620 kg, giving us 680 kg to spare. But the rear axle weighed in at 10,080 kg, with only 420 kg to spare.

Much earlier in the day, a ferry delay enabled a thorough inspection of the vehicle. From the outside, Setras have a stylish timelessness.

The most noticeable feature is the Setra's frontal aspect, which is well designed with a one-piece laminated windscreen. Its restrained curvature echoes the steel front, and features efficient cross-over wipers. But exterior accident damage is likely to be costly, as the main back panel stretches around both sides of the vehicle.

Client comfort

The Setra, dubbed HMS 'Illustrious' by this nautically-minded operator, was a 49-seater which had been reduced to 36 seats with six tables.

Our cargo of Northamptonshire factory

girls used the delay to spread out their picnic lunches and enjoy the onboard facilities.

Hot drinks were dispensed from a Vek 6 water boiler, situated in front of the centrally mounted toilet behind a roller blind. Yorks had mounted cup-holders on top, but the water boiler was located a little low. However, access was easy when seated on the nearside across the gangway.

Catering facilities also included the ubiquitous German 'sausage boiler' which was not used. Our Avon ladies preferred their own sandwiches with cold cuts. This neat little catering installation also featured a small sink and interior light.

Below the catering facilities, the roomy toilet compartment featured a Thetford re-circulating toilet, vanity bar, soap dispenser, rubbish chute, paper towel dispenser, shaver socket, fan and ashtray.

It was optimally located adjacent to the three deep steps in the centre continental door well.

By the four even and fairly shallow entrance steps was an 80-can capacity fridge, at the left hand side of the passenger pivot door which opens rearwards with a keen tolerance.

The courier seat was mounted to the front bulkhead, swinging backwards when in use, therefore the only entrance grab-rail was fixed to the courtesy screen.

From the driver's area, with its tight circulation due to a guard rail around the gear stick, is one more step to a sunken aisle.

Looking up the aisle, with its grey lino floor covering, is perhaps the most amazing thing about this 1983 machine - for it very nearly looks as new as the



Yorks' 1983 Setra S215.HDU: looking good, even in a queue.

first day it was put into service. Undoubtedly, a tribute to regular driver Les who regularly cleans and shampoos it.

Its grey cord covered walls and roof sensibly trimmed with a washable laminate were complemented with the original continental seat moquette in pristine condition.

Seat fabric had a speckled blue background - with medium blue, dark blue and pink vertical stripes. The same material was used on the undersides of the parcel racks.

A point to note about such room for incidental luggage, which on our trip comprised mostly of fish-paste sarnies and choccie bickies, is the racks are very large and deep - yet the usual services are run through them.

They had individual air blowers, reading lights and stereo speakers on every alternate double seat, with dummy

speaker grills in between.

And main saloon lighting is also located on the underside of the racks - with settings for full, half, dim and green night lights.

In-coach entertainment features Blaupunkt audio/video equipment to a very high standard. The video machine is sensibly located by the driver's door and it is therefore impossible for clients to fiddle with it. One monitor was internally roof-mounted above the windscreen.

That client comfort was found to be satisfactory was emphasised by Avon Cosmetics' staff regularly using Yorks and its upmarket Setras for a number of years.

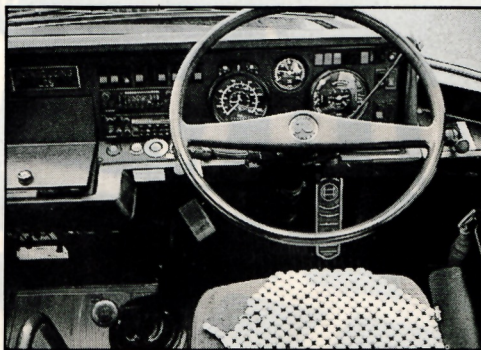
And on this off-season Channel crossing, their faith was not misplaced, for heating was exceptionally powerful - with a Fahrerplatz system controlled from the cab with sliding heater, blower and demister controls.

Driving

Continental coaches usually take crew rest facilities seriously. This highline Setra is no exception with a driver's bunk located at the rear side of the centre door. Easily accessible, the compartment has plenty of headroom and features a telephone, fresh air ventilator and reading light.

When the driver is hopefully completely alert, i.e. when driving, he is seated in a fully-adjustable and very comfortable Bremshey hydraulic spring seat. From the driving position, most pedals are well-positioned and easy to use, but a large exhaust brake pedal, to the left of the clutch pedal, is somewhat confusing at first. A foot button to the left of the exhaust brake pedal is for the air-horn.

For the most part, instrumentation is both visible and symmetrical. The hand control for the Voith hydraulic retarder is nicely positioned on the right hand side and has a stem with the same reach as the steering wheel rim. Visibility from the seat is also generally good, although nearside view has the usual high line



Driver controls are well laid out apart from an initially confusing large pedal for the exhaust brake to the left of the clutch pedal.

obstruction.

Rear views were excellent with the heated exterior mirrors positioned nicely above eye-level.

Views through the interior mirror, which was well-positioned because it was windscreen mounted, were also helpful. And sun protection featured two windscreen roller blinds which were both, unusually, accessible from the seated driver position.

Travelling down to Dover on the M1, I found the coach extremely stable, despite high cross winds.

Its minimal roll and pitch was also complemented with good road holding, tested to good advantage on the A2 in Kent with sleet and snow on the road.

Despite this, reversing was easy, with the Setra proving both nippy and manoeuvrable. This was well tested both at the Calais hypermarket and at a very cheap beer, wines and spirits emporium in the Calais dock area.

Verdict

Pulling power on motorway gradients was so good they were hardly noticed, and vehicle performance, although not measured, was generally good. The V8 engine was rated at 280 bhp and with this load coped well.

Despite Yorks' chief engineer David Hoy calling the vehicle 'the Rolls Royce of the coach world', wear with its single

plate hydraulic clutch is notorious. This vehicle has had three new clutches since being bought in 1983.

Central locking is operated with the ignition key out on the front passenger door, centre continental door and rear off-side emergency door.

However, the driver's door is operated with a key and the emergency door has a latch. Luggage lockers conveniently have a separate central locking system.

The main safety device concerned the passenger door. When it is open the brakes apply automatically. When the hand brake's on, the doors will not open and I am informed it is impossible to move off. The brakes stay on until the door is closed.



Avon ladies enjoy lunch in the Setra.

SPECIFICATION

Vehicle: 1983-registered Kassbohrer Setra S215.HDU high-line integral.

Dimensions:

Length	12,000 mm
Width	2,500 mm
Height	3,475 mm
Wheelbase	6,080 mm
Rear overhang	3,300 mm
Front overhang	2,620 mm

Weights:

Unladen	12,660 kg
GVW	16,800 kg
Carrying capacity	4,140 kg
German design weight	(18,000 kg)

Engine:

Type	V8 Mercedes OM422 naturally aspirated, vertically mounted 8-cylinder diesel
Capacity	14.5 litres
Maximum output	280 bhp (206 kW) @ 2,300 rpm
Maximum torque	767 lbf (1,040 Nm) @1,200 rpm

Transmission:

Gearbox	ZF S6.90 six-speed synchromesh.
Clutch	Single-plate air-assisted hydraulic.

Brakes:

Type	Air hydraulic
Front	Discs
Rear	Drums
Parking	Spring brake
Retarder	Voith hydraulic

Steering:

Type	ZF power assisted re-circulating ball
Turning circle	21,700 mm

Suspension:

Type	Full air with front independent wishbone
Front axle capacity	6,300 kg (German design capacity 7,000 kg)
Rear axle capacity	10,500 kg (German design capacity 11,000 kg)
Fuel tank	540 litres

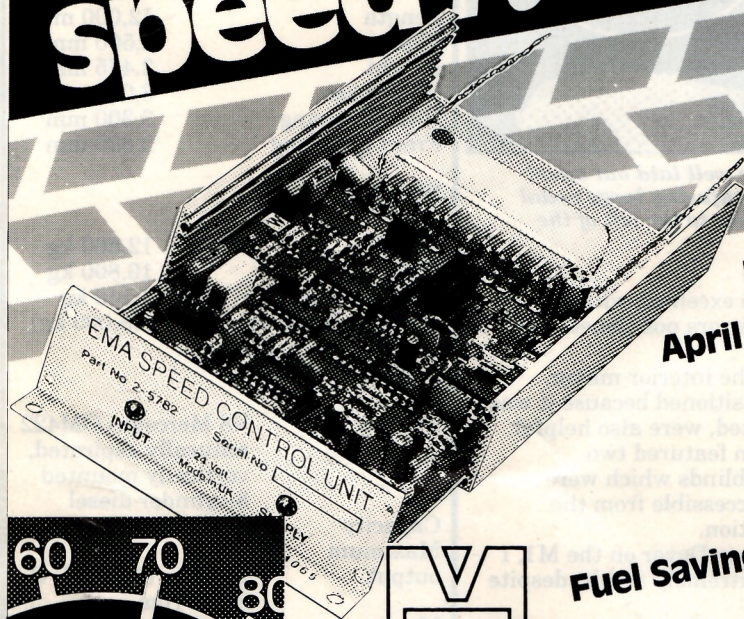
Fuel consumption:

No neck-to-neck test was possible as fuel tanks are located above front axle and hire was for a shopping trip. Yorks gets 11.5 mpg average.

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HURST'S IS ONE THE PRIDES OF WIGAN

Hurst's of Wigan runs a 1990 EOS alongside a 1973 Bedford VAL. David Barrow finds out why.

WIGAN is a town with a reputation. A Music Hall joke for nigh-on 50 years. A place where

Northern men wear flat caps and white silk mufflers, breed whippets and take a bath every Friday whether they need it or not.

But, the last laugh is now with them, because the Wigan Pier Complex is a major tourist attraction, with visitors coming from all over the world.

Wigan is also the home of the largest coach tour operator in Europe - Smith-Shearings.

Two miles down the road at Goose Green, is Wigan's second largest private tour operator - Hurst's Coaches. The firm is run by a father and son partnership... Alan and Malcolm Hurst.

The company was founded back in 1969 with one eight-year-old Bedford DB1 with Plaxton coachwork. Since then, the company has seen a steady growth to its present size of 13 coaches.

The fleet consists mainly of DAF-powered coaches. Two B registered DAF SB2300's, a D registered SB2305 with Duple 340 body and a similar SB2305 with low-drive Plaxton 3200 bodywork which were all bought secondhand. An F registered Van-Hool Alizee-bodied MB230 was bought new.

The Hursts started in business following a trip by father Alan to Blackpool.

Other vehicles in the fleet are two Bova Futuras - one six-years-old, the other bought new in August 1989. Malcolm Hurst is very happy with them: 'The Bovas are great machines. The A reg one is still one of our frontline coaches because of its popularity with passengers.'

Hurst's also runs an X registered Bova Europa and the rest of the fleet is made up of a 1986 Bedford YMP with 35-seater Plaxton 3200 bodywork, an E reg 21-seater Toyota Optimo, a Sherpa 16-seater minibus, a three axle Bedford VAL and a Bedford OB.

There is one more. Malcolm Hurst's pride and joy. A £146,000 H reg EOS equipped with 53 Vogel reclining seats, video with two



'Something different and upmarket': Malcolm Hurst with his £146,000 EOS.

monitors, radio/cassette, PA system, computerised heating, toilet, refrigerator and microwave oven. 'We wanted something different and upmarket', said Malcolm. 'We would have bought a Berkhof Excellence 2000 but you can't get one mounted on a DAF chassis, so we chose the EOS instead. Everyone who travels on it, loves it.'

'I never had a salesman near the place offering the use of any vehicle, so I relied on past experience and recommendations,' he continued. 'We have more or less standardised on anything with a DAF engine. We get good back-up from DAF and Bova. Our six-year-old Bova can be sent anywhere. It has recently returned from a trip to Lourdes.'

But, like many operators, he also has a feel for his roots: 'That's not to say that we don't have a soft spot for Bedfords. In the early days, we only ran Bedfords, and many a time me and my father would work through the night repairing them ready for the next day.'

'In 1983 we took over the business



Hurst's European-style livery is unmissable.

of Unsworths in Wigan. The fleet consisted of three Fords and two Bedfords. We only took the Bedfords. To give you a good example of the reliability of

◀ Bedfords, we have a 35-seater YMP with Plaxton Paramount body. We bought it new at the beginning of 1986. It's now done 500,000 km and never had a spanner near the engine.'

So how did Hurst's get started? 'My Dad did a bit of part-time coach driving whilst working during the day at Heinz's food factory at Kitt Green in Wigan as a fitter. Whilst on a trip to Blackpool he was offered a contract in Manchester plus a coach for £1,200. He borrowed the money off his mother and progressed from there.'

'After two years he bought another coach, a 1968 Bedford VAT with Duple bodywork.'

All Alan Hurst's children work for the firm. Alan and eldest son, Malcolm, are the senior partners, with younger brother Stephen driving, and sister, Valerie, working in the booking office. In fact, all four contribute to the smooth running of the company.

The garage which the company occupied for about three years has two pits and just enough space to accommodate all 13 coaches.

Hurst's employs 11 full-time drivers and has one or two others it can call on when required. It also employs two mechanics and an apprentice.

All maintenance is carried out on-site, with little or no help from outside. As Malcolm explained: 'We have two full-length pits and can tackle almost everything.'

Malcolm does not drive as much these days, but Alan mainly drives the Bedford VAL.

'This is my Dad's coach', said Malcolm laughing, 'he's let a part-timer drive our new EOS, but not the VAL. We intend to be the last operator of a VAL still in daily use in the UK.'

Buying vehicles nowadays is a very different proposition: 'When we expressed an interest in the EOS, LAG Bus flew us out to Belgium to look round the factory. In build at the time was one painted silver for a continental operator, so we decided there and then to have ours silver with our orange and blue stripes applied in a similar fashion to the one on view.'

So, how many miles per gallon does he get out of the big 354 bhp DAF engine? 'I haven't a clue what any of my coaches do to the gallon. Every vehicle is well maintained. We just fill 'em up and run them. We have never been bothered with comparisons between various types.'

The bulk of Hurst's work is excursions, private hire and works contracts. The company produces a 24-page brochure with its excursions programme running from the beginning of July to the middle of September, plus a few five-day tours in the Autumn, and a weekend Christmas shopping trip to



Hurst's does all its own maintenance: 'We can tackle almost anything,' says Malcolm.

London.

'We are not into seven and eight day tours,' Malcolm stressed. 'It ties up coaches for too long. We would have to hire in to cover their absence.'

'We also run a daily service to

The bulk of the company's work is excursions, private hire and works contracts.

Blackpool which can be booked at any one of 20 agents. As well as that, we cover pop concerts, Blackpool Illuminations, and Rugby League fixtures - not football - there is no trouble with rugby supporters.'

One area Hurst's will not touch is all-male parties - racing trips, stag nights etc.

'There are plenty of operators who will do this type of work. But not us, unless the racing is local, say

Haydock Park, where the party has no stops, and we can return to base and pick-up later in the day.'

'On our works contracts we mainly use the short Bedford and the Bova Europa,' said Malcolm.

'The Europa is away at the moment, being refurbished and even though it is eight-years-old, it's still a good runner.'

'Until recently, we had an ex-Crosville 1974 Leyland National with dual-purpose seating. We re-trimmed all the seats and ran it mainly on works contracts, but we sold it a few months ago to a guy from Hull.'

And what of the future?

According to Malcolm Hurst, 'I don't think we will grow any bigger. The fleet's just about the right size.'

'I think I may buy another new coach next year, but I don't know what. Perhaps the Berkhof will be available on a DAF chassis!'



Founder Alan Hurst's coach: a 1973 Bedford VAL still in daily use.

Mercers warned over maintenance



LANCASHIRE operator Mercers Longridge Ltd has been warned by North Western traffic

commissioner Martin Albu at a Manchester public inquiry, that further maintenance problems could well lead to disciplinary action being taken against the company's O-licence.

DTp vehicle examiner Alban Jackson said a vehicle submitted for annual test by the company in May was issued with an immediate prohibition notice for ten items. Its condition was so bad it had to be towed away on a rigid towbar.

When the vehicle was re-presented, it still did not pass. As a consequence, Mr Jackson visited the company in July and spoke to managing director, Andrew McLaughlin. Asked why the vehicle had been presented in such a poor condition, Mr McLaughlin had said his two fitters assured him the vehicle was okay to be presented for annual test.

Mr Jackson said that he was told then the company was in the process of selling out, but would take steps to prevent the recurrence of maintenance problems. Complaints from Mr

McLaughlin that keeping vehicles to PSV standards was costing too much money, suggested he could not afford to run the vehicles.

Furthermore in 1987 the Canterbury office had said they had received complaints about a vehicle's gangway being obstructed by luggage. In 1988, a prohibition was issued to one of the company's vehicles.

In 1989, a complaint was received about a vehicle which had already received a prohibition notice for emitting thick black smoke. In the same year, the company applied to increase its licence authorisation from 26 to 30 vehicles. But following a warning letter and an invitation to meet vehicle inspectorate staff to discuss maintenance arrangements, assurances were given that the maintenance system had been overhauled and 20 of the 30 vehicles had been sold.

Mr Jackson completed his maintenance investigation in September, when ten vehicles were being operated on international and contract work. The general condition of the fleet was poor.

Two immediate prohibitions, one delayed prohibition and six advisory defect notices for a total of 33 items were issued. Some of the defects were long standing. There seemed to be a lack of depth in the preventative maintenance and a lack of time spent rectifying faults fully.

Complaints were made about victimisation and that it was impossible to maintain vehicles to PSV standards. Vehicles were said to be inspected every four weeks, but their condition did not

substantiate that claim. It seemed the vehicles were fully booked and there was no time for inspections or rectification work. Maintenance seemed to be geared towards cost rather than safety and passenger comfort. Things were only changed when really necessary.

Though the workshop accommodation was new, the facilities were poor and littered with rubbish. There was only room for two vehicles to be worked on at any one time. Records were complete up until 1989, after that they were haphazard.

For Mercers, John Backhouse said there were four pits available. One was used for the engineering side of the business and the access to another was restricted on one side. However, a fleet of ten vehicles would not need more than two pits.

A DTp examiner's investigation found general condition of fleet was poor.

In May the foreman fitter and three fitters left Mercers employment and set up a rival business. No capable fitter could have failed to spot the majority of faults found on the vehicle presented for annual test. Either the jobs were not done or they were done very poorly.

Mr McLaughlin said there was now no prospect of selling business, apart from the 20 service vehicles already disposed of. Mercers was now a coach operation doing local school services, international journeys and private hire.

The vehicle prohibited during its annual test was bought for re-sale, and was never operated.

Since the garage staff had been replaced, six vehicles had been presented for their annual test. Five passed and one failed due to the wrong brake chamber being supplied and fitted. He had tried to recruit the right fitters by offering above average pay.

Mr McLaughlin said he treated all customer complaints seriously. They were in a service industry and if complaints were not treated seriously he would soon be out of business.

Mr Albu said that procedures had been tightened up since September and there had been no further prohibition notices issued. As things were now going reasonably well, he would allow the licence, which expired in 1992, to continue.

Not being a qualified engineer did not exempt Mr McLaughlin from making sure the company's vehicles were in a fit and serviceable condition. He could not escape his responsibilities.

Merlink fails to appear

AT the same hearing as Mercers, an application for a new PSV O-licence, authorising the operation of four double and eight single deckers by Merlink Leisure Ltd, trading as Mercers Bus & Coach, of Southport, was adjourned when the company failed to put in an appearance.

Parkway's licence suspended

NORTH Eastern traffic commissioner Frederick Whalley has suspended the PSV O-licence of Sheffield-based Parkway Coaches either until it expires or until he is satisfied that a reliable maintenance contract exists for the inspection of Parkway's vehicles at intervals not exceeding six weeks.

In addition, the commissioner reduced the term of the licence of Bernard Millway, who trades as Parkway Coaches, so that it now expires at the end of the year.

No 'O' licence disc costs Stuarts £150



FAILURE to display an O-licence identity disc cost Hyde-based Stuarts Bus and Coach

Co Ltd £150 in fines and costs.

The company pleaded guilty to the offence before Stockport magistrates.

Prosecuting for North

Western traffic commissioner John Heaton said that in October one of Stuarts' double deckers was seen by a DTp traffic examiner dropping passengers off at Brinnington. He checked the vehicle and it was not displaying an O-licence identity disc.

The driver was interviewed and confirmed he was driving for Stuarts Bus and Coach on

a regular service. He said he had not noticed the identity disc was not on the vehicle.

Michael Stuart, a director, was interviewed in November, when he admitted the vehicle and driver had been on company business. He made no comment as to why the vehicle was not displaying an identity disc.

Mr Heaton said that failure

Weekly report on law and the coach operator By Michael Jewell

to display identity discs prevented the DTP from seeing who was operating the vehicle and might allow operators to operate more vehicles than their licence permitted.

In a letter to the court, Stuarts said it was an evening duty. The driver reported for duty and was allocated a bus. But he took out the wrong vehicle, an

identical vehicle to the one allotted with a consecutive fleet number and registration number. Having interviewed the driver, they were satisfied it was a genuine mistake. On the day in question, the company had only used 16 of its 17 licence identity discs.

The magistrates fined the company £75 and ordered it to pay prosecution costs of £75.

Prospect Coaches wins additional vehicle authorisation



PROSPECT Coaches (West) Ltd, which was ordered to have its vehicles MoT

tested again by West Midlands traffic commissioner John Mervyn Pugh in February, has succeeded in having the authorisation on its O-licence increased to 16 single and two double deckers.

Mervyn Pugh had been considering taking disciplinary action against the Lye, Stourbridge, based company's licence. When the hearing was resumed, Norman Carless, for Prospect, said that 19 of its 22 vehicles had been through the MoT test. Of the three still to be tested, two were due to be done later that week.

Director Geoffrey Watts said all but one vehicle had passed first time. That vehicle had failed because the door was too stiff.

Producing copies of letters sent to the company's drivers and maintenance staff, Mr Watts said he had got all the drivers together and had put it straight to them. As a result, there had been no problems over the introduction of a nil daily defect reporting system.

The additional authorisation sought would enable the company to give a better service, without having to rely upon sub-contractors. It had increased its business by taking over the whole of the services of another operator, following a

request from Staffordshire County Council.

Formally recording a warning about the company's future conduct, Mervyn Pugh said Mr Watts had been carrying on an excellent business in an old fashioned way. Things had gone slightly wrong. Mr Watts had been given advice and he had taken that advice. He was confident that he would not see the company at disciplinary proceedings again.

Mr Watts agreed he had been irritated over having to put the vehicles through MoT again, when most of them had still had 11 months test left.

Granting the additional vehicles, Mervyn Pugh said the company's fleet was now in A1 order and Mr Watts would find it was easier to keep it that way.

Derbyshire operator's licence curtailed

THE duration of the PSV O-licence of Derbyshire operator Freeway Coaches, has been curtailed to expire at the end of January 1992 by a Nottingham public inquiry.

At the same time, Eastern traffic commissioner Brigadier Compton Boyd refused the application of Mr J W Hubball, trading as Freeway Coaches, to increase the authorisation on the licence from three to four vehicles. ▶

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Weekly report on law and the coach operator By Michael Jewell

Courtesy service hotel cleared of unauthorised use of vehicles



SWALLOW Hotels Ltd, which provides a free courtesy minibus service using 11 and 21 seaters, has been cleared of using vehicles without a PSV operator's licence and connected offences, by a London magistrates' court.

Swallow denied unauthorised use, employing drivers to drive when they were not the holders of PSV licences, using vehicles

Allegations turned on the single point of whether the vehicles had been used for hire or reward.

SWALLOW HOTELS

without a fire extinguisher and first aid kit, and using vehicles without insurance.

The prosecution offered no evidence in respect of the alleged insurance offences, after Swallow's insurers produced a letter saying the company was covered for hire or reward.

The court was told the remaining allegations turned on the single point of whether the vehicles had been used for hire or reward.

Evidence was given that no charge was made for the use of the vehicles. Guests staying at the hotel did not pay anything

extra for using the service.

Passengers did not have to be residents in the hotel. Anyone dining in the hotel was entitled to make use of the service, which did not pick up in the street.

For the prosecution, John Corballis said there did not have to be any direct payment for the service to be classed as being for hire or reward. That passengers were paying the hotel, and then travelling in the vehicles, meant they were being used for hire or reward.

Defending, John Backhouse said the interpretation of hire or reward for insurance

purposes was different to that for PSV licensing.

Interpretation of what Section 1 of the 1981 Public Passenger Vehicles Act meant by hire and reward was that there had to be some form of contract, implicit or implied.

There had to be a right to be carried. And more than just a casual agreement for payment for something else.

In dismissing the charges, the magistrates ordered that Swallow's defence costs be paid out of public funds.

Anyone dining in the hotel could use the service which did not pick up the street.

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If you haven't already registered for the event, don't panic, there's still time. Just contact the MOOT '91 Office, English Tourist Board, Thames Tower, Black's Road, London W6. Tel: 081 846 9000.



Doing business at last year's show. MOOT '91 looks set to break all records.

ETB chairman set to speak at MOOT Forum

William Davis, Chairman of the English Tourist Board and the BTA, is one of the top speakers at the MOOT '91 opening Forum, 'Tourism - from Crisis to Opportunity.'

Other speakers at the Forum, which takes place before the exhibition opens on Wednesday April 17, are David Michels, managing director of Hilton Hotels UK and Geoffrey Thompson, managing director of Blackpool Pleasure Beach.

An audience of 400 senior industry figures, from coach and tour operators, hotels, attractions, tourist boards and local authorities, are expected to attend the Forum.

Domestic tourism is currently facing several problems - high interest rates, the recession and a drop in overseas visitors.

England is already fighting back, spearheaded by the ETB-inspired 'Britain's Great' campaign which seeks to turn

the crisis into new opportunities.

Drawing from their own experiences, the speakers will analyse these opportunities and pinpoint how domestic organisations can apply them to their own operations.

The formal presentations will be followed by a question-and-answer session.

The Forum will be held in the Gallery Seminar Suite, above Hall 6, at the NEC from 8.30-10.30 am.

Rub shoulders with the rich and famous

Visitors to the London stand at MOOT have a chance to rub shoulders with the rich and famous - including John Major, Margaret Thatcher and Mick Jagger.

But it's all in the cause of fun - the 'personalities' are Spitting Image puppets from the new 'Rubberworks' attraction in Covent Garden.

Getting a taste of London's latex attraction are, left to right: Liz Demaison from the London Tourist Board, Joan Sheehan from the Commonwealth Institute and Beverley Frain from the 'Welcoming West London' group of boroughs, the participants on this year's stand.

The London Tourist Board stand is 233.



North Americans return to MOOT

The North Americans are travelling again if the response from US and Canadian buyers to MOOT '91 is anything to go by!

With a couple of weeks still to go until the exhibition, the BTA has already received lots of overseas acceptances to attend - with almost a third of them from the USA and Canada and others from all the Western European countries.

Don't miss the Coachmart awards

Coachmart magazine, Britain's top weekly journal for coach operators and sponsors of MOOT '91, is running a series of awards at the show for the second year running.

The five awards are:

- Best Entry MOOT Guide
- Best Advertisement MOOT Guide
- Best Stand at MOOT
- Best Promotion at MOOT
- Best Overall Contribution to MOOT.

The awards will be judged by a special panel of experts from the travel trade, and presented at the special Coachmart-sponsored reception at MOOT on Wednesday April 17.

Surrey surprises in store

Just what do a pre-war racing driver and an 18th century naval lieutenant have in common? The answer lies on the Surrey stand at MOOT '91!

Surrey's certainly full of surprises. Although it's landlocked it has naval connections and boasts a fully-restored Semaphore Tower.

It was also the home of the world-famous Brooklands

motor racing circuit, built in 1907.

Surrey's latest attraction, at MOOT for the first time, is the 'Spirit of Brooklands', telling the story of the birth of motor racing and aviation at Brooklands near Weybridge.

Visitors to Brooklands today can still see the banked race-track, as well as the restored Edwardian clubhouse with its 'Barbara Cartland Room.'

A unique collection of cars, motorcycles and aircraft, including the Wellington bomber from Loch Ness, are also on view.

Other attractions at MOOT include the historic county town of Guildford; Birdworld with its colourful and exotic collection, Gatwick Zoo, a friendly family-run zoo complete with walk-through tropical jungle; and one of Surrey's

long-standing claims to fame, Wisley, the world-renowned garden and home of the Royal Horticultural Society.

For more information pop along to the Surrey stand - 205, or send for a full information pack to: Leisure & Tourism Unit, Surrey County Council, County Hall, Kingston upon Thames KT1 2DN. Tel: 081 541 8092.

Getting to grips with the coach market

Philip Carlisle, director of membership and regions for the Bus and Coach Council, and Christine Pott of the English Tourist Board, are getting in some coaching in preparation for 'Marketing to the Coach Operator', the MOOT '91 seminar which is being organised in conjunction with the BCC.

It will be held on the second day of MOOT, Thursday April 18, at the NEC.

Philip Carlisle will chair the seminar and speakers include Philip Baker, Baker's Coaches, Biddulph; Ray

Hornsby, Hornsby Travel Service, Scunthorpe; and Steve Green from the marketing company, Fielder Green Associates.

Alun Jones, Jones Motor Service, Flint, will join the expert panel for a question-and-answer session after the presentation.

More details from: Christine Pott, MOOT '91 Office, English Tourist



Board, Thames Tower, Black's Road, Hammersmith, London W6 9EL. Tel: 081 846 9000.

Invaluable guide for coach operators

The Yorkshire and Humberside Tourist Board is launching its new Group Organisers' Manual on the opening day of MOOT '91.

Replacing the Travel Trade Directory, the manual is even bigger and packed with even more 'hard' information for all sectors of the travel trade.

It should prove an ideal reference guide for any organisation sending groups or individuals to the region.

Every aspect of tourism information is included, with chapters on:

- How to get there - including coach parking details
- Information on local coach operators/handling agents
- Where to stay
- Where to eat
- What to see and do
- Useful addresses, including all Blue Badge guides and tourist information offices.

Copies are available on the Tourist Board stand - 30.

More details from: Steve Sutcliffe-Hey, travel trade officer, Yorkshire & Humberside Tourist Board, 312 Tadcaster Road, York YO2 2HF. Tel: 0904 707961.

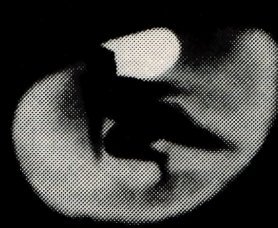


Plenty of fun lined up for MOOT!

Struggling through the flora at the English Tourist Board's Hammersmith HQ are the red-nosed MOOT '91 Exhibition Organiser Eleanor Muirhead and Park Hotels' Alyson Playford.

Both are checking out the prospects for MOOT '91, at which Park Hotels will be promoting the newly-renovated Cheltenham Park Hotel, on stand 72.

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(0602) 824215 or visit us on stand 276 at MOOT.

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Trent Bridge House, Fox Road, West Bridgford, Notts NG2 6BJ.

BATH RACES

1991 FIXTURES

Tuesday,	APRIL 30th
Saturday,	MAY 11th
Monday,	MAY 20th
Saturday,	JUNE 15th
Friday (evening)	JUNE 28th
Saturday,	JULY 6th
Wednesday,	JULY 10th
Monday,	JULY 22nd
Tuesday,	AUGUST 13th
Monday,	SEPTEMBER 16th
Monday,	SEPTEMBER 30th
Monday,	OCTOBER 28th

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**Bath Racecourse Company Ltd,
Greenfields, Little Rissington,
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GL54 2NA**

Telephone (0451) 20517

Big festival plans unveiled

MOOT '91 is to be the launchpad for details of the 1991 Shepway Festival.

Plans for the event, which runs from September 7-15, will be announced on the Folkestone, Hythe and Romney Marsh stand - 206A.

The Festival will focus on transport and communication as a central theme and is designed to appeal to a wide family audience.

Last year's Festival

attracted 400,000 visitors and organisers, Shepway District Council, are anticipating a greater attendance this year.

Among a host of exciting events, ranging from car rallies and steam rail trips to a dramatic fireworks display, there will be a spectacular free airshow to take place over the Channel. Last year this event alone attracted more than 150,000 people.

There will also be powerboat racing - with Folkestone hosting the international 1.3 litre World Class Powerboat Championship, comprising three heats, a final and a Grand Prix.

'Our aim at MOOT '91 is to provide the trade with as much information as possible about organised events in the Folkestone, Hythe and Romney Marsh area,' says council marketing director

Stephen Northcliffe.

'The Shepway Festival is one of a number of events planned to span the entire year and provide tour operators with genuine attractions with which to tempt customers.'

More details from:
Shepway District Council,
The Civic Centre, Castle
Hill Avenue, Folkestone,
Kent CT20 2QY. Tel: 0303
850388.



Some lucky visitor to MOOT is going to win this fabulous hand made Indian head dress and get a chance to meet Mexican rope artist Samuel Magdelano (right) and dancer Lorraine Horton.

Win an Indian head dress

A fully-feathered Indian head dress, hand made by an American history enthusiast, is the star prize in a special draw being run at MOOT by the American Adventure Theme Park on stand 278.

The prize with a difference, the head dress retails at more than £80, is part of the fully themed American Adventure stand. Visitors will be able to meet dancer Lorraine Horton and Mexican rope artist, Samuel Magdelano, two of the park's entertainers. Stand staff will also be on hand to answer any questions and queries from coach and group operators.

The American Adventure now has more than 100 rides and attractions, together with live entertainment. New this season is Mexicoland, which features a brand new ride, 'The Canyon Trip.'

Darlington's romantic prize

A luxury fantasy romantic weekend for two at Blackwell Grange Moat House is one of the exciting prizes on offer on the 'Decide on Darlington' stand at MOOT '91.

The prize is part of a competition being run on the stand - 42, by Darlington's new tourism section which is making its MOOT debut.

Darlington is also offering one of the prizes in the Northumbria Tourist Board competition, a framed limited-edition print of Stephenson's 'Locomotion' by artist John Huntley Hey. And, for thirsty visitors, there'll be a complimentary

glass of Northumbrian Spring Water, bottled just a mile from the town.

Available on the stand will be a new set of guides which have been produced to cover everything a visitor needs to know about the town; information on how to reserve a holiday with any number of top local hotels and, of course, all the latest information on all the top local attractions, including the Dolphin Centre and the Railway Centre and Museum.

More details from:
Darlington Borough
Council on 0325 460208.

Hotel GroupLine service launch

All set for MOOT '91 is Sarah Yandell, Jarvis Hotels' group sales desk executive.

Sarah is organising the launch of the company's new GroupLine information and bookings service for group travel organisers at the exhibition.

The Jarvis GroupLine offers significant advantages to group travel organisers who, with one phone call, can check availability, rates and make bookings or confirmations at more than 40 hotels throughout the UK.

Contracts for bookings are sent out the same day.

Specially tailored packages can be put together to meet operators' specific

requirements, including themed evenings and excursions to local tourist attractions. Special group package prices, including two nights accommodation, dinner, bed and full breakfast and welcome drink start at £20 per person.

The Jarvis GroupLine
number is 071 581 3466, and
full details will be available
on the Jarvis stand - 118.



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Potteries launch selection of themed break package deals

A wide selection of special themed breaks is to be launched at MOOT '91 by the Peak and Potteries Country on stand 314.

The suggested itineraries and short break packages are closely linked with the launch of a major new campaign to present a more identifiable image of North Staffordshire to visitors.

'Britain's Peak and Potteries Country includes a wide range of attractions, and offers visitors a superb mix of heritage, leisure, culture and unspoilt countryside, not to mention the unique attraction

of fine china,' says Cheryl Hutton, liaison officer of the North Staffordshire Tourism Association.

The Potteries already enjoys a reputation as 'the capital of china,' while Stoke-on-Trent City Council is offering several short breaks, including: 'Everything Stops For Tea', where visitors will see the biggest teapot in the world and, after a visit to the Minton Works, will take afternoon tea at Shugborough Hall, home of the Queen's cousin, Lord Lichfield.

Two other itineraries available are: 'Christmas in

China', which offers a seasonal extravaganza of shopping, skiing and admission to an ice spectacular at Alton Towers; and 'Great Gardens in and around the Peaks', which includes visits to the landscaped gardens at Chatsworth, Haddon Hall and the recently-restored Victorian folly garden at Biddulph Grange.

There are special itineraries for visitors to the Staffordshire Moorlands - including 'Victorian Splendour'; 'Shopping Day in Leek Market Town'; 'Coal 'n' Steam' and 'Mills 'n'

Museums'. Other itineraries include 'Coach Rambles'.

'There cannot be many areas of Britain which can match the diversity of the Peak and Potteries Country,' says Cheryl Hutton. 'And we believe we have a selection of short break packages and activity holidays for groups to suit everyone's needs.'

More details from:
Cheryl Hutton, liaison officer, North Staffordshire Tourism Association, Commerce House, Festival Park, Etruria, Stoke-on-Trent ST1 5BE. Tel: 0782 202222.

Special interest breaks from Hilton UK

Hilton UK is launching a new programme of special interest breaks for coach operators at MOOT.

There's a choice of 36 programmes, ranging from golf tuition to wine appreciation, antiques to historical weekends, available at a selection of Hilton's 35 UK hotels.

All have been tailor-made to suit the requirements of larger groups and Hilton is offering one free place for every party of 15 full-paying adults.

There's a special programme for coach operators - 'Bright Ideas for Coach Operators,' which offers preferential rates this summer at UK and European Hiltons; and a programme of Hilton Action Extra Sporting weekends featuring, ballooning, gliding, motor racing, helicopter flying and hang gliding.

London prices start at £24 per person, including continental breakfast. Rates are based on minimum groups of 15, subject to availability.

Additional discounts for operators are also planned throughout the summer.

Full details from the Hilton UK stand - 82 - or from Linda Moore, director of public relations, Hilton UK, tel 0923 246464.

Special displays on Hornsea stand



Master hand potter, Andrew Barber, prepares for MOOT '91.

One of Yorkshire's biggest tourist attractions certainly intends to give coach operators something to talk about at MOOT '91!

Hornsea Pottery, which attracted 700,000 visitors last year, has a special series of events on its stand - 31, guaranteed to catch the eye.

On the opening day, Wednesday, Andrew Barber, a master hand potter, will be creating beautiful hand thrown pots.

On Thursday, Shaun Smith, one of Hornsea Pottery's falconers, will be bringing Millie, a Great Eagle Owl to the stand. Accompanying him will be Ian Mann, curator of Butterfly World, who will be displaying some of the exotic creatures from the insect house - including Augusta, a red-legged Mexican tarantula and a host of tropical stick insects.

Win £3,000 worth of advertising space

Travel GBI, the monthly travel trade publication, is introducing a new award which will be open to all exhibitors at MOOT '91.

The winner of the Travel GBI/MOOT '91 marketing award will receive £3,000 worth of free advertisement space in the magazine between May and December.

The panel of judges: John East, Chief Executive of the English Tourist Board, Bob MacBeth Seath, publisher of Travel GBI and Lindsay Swann of Holder Swan Public Relations, will consider the quality of both above and below the line material used by exhibitors to promote themselves before, and during MOOT.

Press releases, photographs, advertisements and general MOOT publicity material will be considered.

Entries should be submitted to the MOOT Organiser's Office or the Travel GBI stand at the exhibition by 11am on Thursday April 18.

The winner will be announced during the afternoon.



COACHES WELCOME



A DAY OUT IN LONDON

BEATING RETREAT

The Massed Bands of HM Royal Marines on Horse Guards Parade

11, 12 and 13 June 1991
at 6.15 pm

10% Reduction For Coach Parties

Ticket Prices A: £8 B: £6 C: £3

Obtainable from:

Royal Marines Concert Office,
Dept. of CGRM,
MoD Old Admiralty Building,
Whitehall, London SW1.
Tel 071 218 3955 (from 2 April)

or

Premier Box Office Limited,
1b Bridge Street, (opposite Big Ben),
London SW1.
Tel. 071 839 6815 or 071 240 2245
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TRADE SALES (vehicles) - Contact Sally Wright. PRODUCTS & SERVICES - Contact Steve Gibbons. Display: £9 per single column centimetre. Series discounts (for space taken within 12 months of first ad appearing) 7 insertions: 5%, 13 insertions: 10%, 26 insertions: 15%, 39 insertions: 17½%, 52 insertions: 20%.
APPOINTMENTS - Contact Christine Bunting. Display: £12 per single column centimetre. 20% repeat discount.
COACHES WELCOME, MEALSTOPS, FEATURES - Contact Ruth Kitchen. Display: £11 per single column centimetre. Series discounts available. Please phone for details.
Copy deadline: 1pm Tuesday for Thursday's issue. **Cancellation deadline:** 11am Tuesday.

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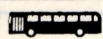
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BARGAIN BUSES



BARGAIN BUS

1976

BEDFORD PLAXTON SUPREME

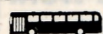
53 seater, above average for year, clean and straight, recon engine recently fitted, express door, ideal for bus service, MoT April '91.

Reasonable offers

P/X for 16 seater considered

Tel. 081 890 9942

(17960/BB)



BARGAIN BUS

'F' REF 1989 MERCEDES
ENSIGN CHARISMA

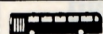
52 seats (inc driver), recliners, toilet, drinks, sleeper compartment, radio/cassette/PA, air cond., MoT'd.

Price on Application

Tel: (0285) 720752/3 or

(0285) 653882 (Evenings)

(17956/BB)



BARGAIN BUS

BEDFORD PJK
29 Seater, 1982

Taxed & tested July, owned by us since new, good condition, clean inside and out, sale due to update of fleet.

£9,750 + VAT ono

Tel: 061-627 1923

(17955/BB)



BARGAIN BUS

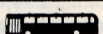
X REG B58 VOLVO
DOMINANT 4

Double glazed, curtains, 53 E-type seats, Telma, power door, radio/pa, air overleaf, MoT June '91.

£16,000

Tel. 051 226 1189

(18172/BB)



BARGAIN BUS

F REG MERCEDES
ENSIGN CHARISMA

52 seats (inc drv), recliners, PSV'd, toilet, drinks, sleeper comp, radio/cass/PA, air cond, MoT.

POA

Tel. (0285) 720752/3 or

(0285) 653882 (evenings)

(18177/BB)

AEC

1982 X REG AEC, 760 Plaxton Supreme, 53 seats, radio, PA, power door, £13,500 + VAT. Tel. (0626) 52080.

(17234/AEC)

1979 AEC 57 seater Plaxton Supreme, attractive, reliable, MoT Dec '91, numerous extras, carpets, Nomad drinks, radio PA tape. Private plate. Tables. £10,000 complete or £9,250 less some extras. Also 1976 AEC WILLOWBROOK, 53 re moquette seats, clean, tidy, MoT Aug '91, £3,750. Tel. anytime (08012) 4455. Offers considered.

(17943/AEC)

AEC

ALLCO PASSENGER VEHICLES
SPECIAL OFFER

Tail pipe to fit 11 or 12m ...
... only £45

Just discovered

Authentic AEC ties, send your
£6 NOW

Ring us first

(0895) 674422 or

081 866 8900

Mobile (0836)

529555/241379

(17916/AE)



BEDFORD

1979 BEDFORD YMT
PLAXTON SUPREME

53 seats, well maintained, clean and tidy. A smart vehicle that is ready to start working for you. New MoT.

£7,500 + VAT ono

Tel: Jak Travel Services

0274 370476

(17905/BE/PC)

1977 BEDFORD
DOMINANT

45 seater, MoT Dec '91,
6 months tax, yellow/green
check interior, grey/beige
exterior, good around
condition.

£1,900 no VAT

Tel. 0553 630562

(18165/BE)

2 x 1980, V Reg
and W RegBEDFORD YMT DUPE
DOMINANT II

53 retrim seats,
radio/cassette, power
door, both good condition.

W Reg, test 28/7/91,

price £7,750 + VAT

V Reg, test 28/2/92,

price £7,250 + VAT

TEL 0977 642385

(West Yorks)

(18173/BE)

1984 (A) BEDFORD YNT
PLAXTON
PARAMOUNT

49 E-type seats plus courier,
tinted windows,
carpets/curtains, power door,
exhaust, brake, deep red
interior, white exterior, good
condition, £20,750 ono + VAT.

1979 (V) BEDFORD YMT
PLAXTON SUPREME IV
EXPRESS

53 seats, power doors, Mk V
rear, red stripe interior, white
exterior, good condition, long
test, £7,950 ono + VAT.

Full inspection facilities
available

Tel. 0530

32399/36128

(1970/BE)

BEDFORD

1979 YMT Dominant II, 53 seats, power door, recent new boot, frame and floor. MoT August '91, good condition, £5,000 ono + VAT. Tel. (0582) 882519 Bedfordshire. (17890/BE)

1978 Bedford YMT Vanhool 300. 53

seats. MoT July 1991. £4,900 ono.

1979 Bedford YMT Plaxton Mk4. 53

seats, MoT new. £5,800 ono. Ementon

Coaches, Cranfield, Bedford. Tel. 0234

750265 - 750589. (17949/BE)

BEDFORD, 1974 DUPE DOMINANT,

29 seater, MoT December 1991, taxed

June, reliable motor, reasonable condition.

£2,000 + VAT. Tel. 0942

873599. Atherton near Manchester.

(17947/BE)

1980 (W)
YMT 500 SUPREME IV
Power door, side
lock, ideal at
fr. Feb 1992,
taxed Aug '91, vgc.
SOLD
£9,500 ono + VAT

1978 (S)
YMT 500 SUPREME III
Side lockers, MoT March
1992, taxed March 1991,
vgc.

£5,000 ono + VAT

ALINE COACHES
(091) 469 9763

(18186/BE)

BRISTOL

BRISTOL LHS PLAXTON SUPREME III,
R reg, Mark V front, 30 seats, tinted
glass, curtains, body very straight,
taxed, MoT June 1991. £6,500 + VAT.
Tel. 0782 563563. (17857/BR)

WANTED: BRISTOL LH required with
ECW, bus body, 43/45 seats, any condition.
Telephone for details, 03552
35292 (Glasgow). (17923/BR)

PMT ENGINEERING

BRISTOL LH 43
SEATER COACH

First registered 1977,
tested August 1991.

£4,500

Contact Douglas
Hems (0933) 623871
or Helen Bailey
0782 744744

(17930/BR)

BOVA

1983 BOVA EUROPA II, 48 recliners
and 5 fixed, demountable centre toilet,
power door, radio, pa, TV, excellent
condition, MoT Nov '91, £19,500 ono
+ VAT. Tel. 0278 683280. (17866/BO)

1986

BOVA FUTURA

49/53 seater, demountable
toilet, coffee machine, TV,
video, 12 months VAT.

£58,500 ono + VAT

Tel. 0626 66580

(17902/BO)

DAF

1986 DAF SB2300 DHS Duple 340, 53
recliners with centre sunken toilet,
centre door, power door, radio PA, TV,
excellent condition, MoT April 1992,
£42,500 ono. Tel. (0278) 683280. (17865/BO)

1984 DAF BERKHOF, 49/53 seats. Demountable toilet. Video. Coffee machine, fridge, courier seat, MoT March 1992. Lumiter fitted. Good condition throughout. Recon engine. £43,000 ono. Tel. 0233 812002. (17012/BO)

DAF

1984 DAF BOVA EUROPA 1.
52 seat + 1 courier, full exec,
TV/video, toilet, drinks
machine, Webasto heater, 1 full
year's test. **£29,950 + VAT.**

1982 DAF BOVA EUROPA 1
TV/video, drinks machine,
Webasto heater, 1 full year
MoT certificate. Private plates.
£22,500 + VAT.

TEL. 071 935 4091

(18181/DAF)

DENNIS

1989 JUNE DENNIS ALGARVE 335

51 seats, rear sunken toilet, water
boiler. Tempo 100.
All sensible offers will be
considered.

**Phone 0273 890369
(Sussex)**

(18159/DE)

LEYLAND

LEYLAND LEOPARDS

DUPLÉ DOMINANT II WITH WHEELCHAIR LIFTS

V REG 12 M, 53 seater, clamping space, new Ratcliffe lift, resealed,
curtains, galley, drinks machine, radio pa, Webasto, Bristol dome,
wheel trips, new rear body frame, tested March '91 **£13,000 + VAT**
V REG, 49/53 seater fitted with a new Henderson Hiaway lift,
Webasto, resealed, new engine Sept '90, tested May '91**£10,000**
with the lift, **£7,000** with the lift removed but door and fitting still in
place.

RE ADVERTISED DUE TO DREAMERS

**The vehicles only offered because work
load demands younger vehicles.**

CARELINE 021 771 3558

(18158/LE)

DOUBLE DECKERS

GREYHOUND INTERNATIONAL TOURS HAVE FOR SALE:

VRT Double Deck buses 1974-76, freshly painted in white, full service
history, one National bus owner, prices from **£1,500-£5,000** with or
without MoT, also range of **cheap coaches**, as well as **up to date**
models. AEC REGENT DOUBLE DECK BUS, automatic and **1973**
London Transport DMS automatic with 12 months MoT.

Finance available. Arranged subject to status.

45 Broadway, Bexleyheath, Kent DA6 7JT

Tel. 081 303 6303

(18174/DD)

LAG

FOR SALE. Choice of 2 LAG/DAF, 49
seats, panoramic, 1st December 1986,
1 January 1987, **£52,000/£53,000** re-
spectively. Usual panoramic extras.
Tel. 0205 364087 (Lincoln-
shire). (17856/LAG)

FORD

1977 Plaxton R1114 coach, 53 seater,
never used off island, MoT January
1992, **£5,000**. Moss, Isle of Wight
(0983) 402214. (18179/FO)

FORD



FORD T152 PLAXTON MK IV

35 seater, 1979 V, decorative
curtains, radio/PA, side lockers,
good condition, MoT Feb '92

Offers

**Tel. 0333 26109
Fife, Scotland**

(18157/FO)

LEYLAND

1983 TIGER
DOMINANT IV

53 seats, express doors,
destination display, TL 11 245
engine, semi-auto gearbox,
new test certificate.

£22,000 + VAT ono

Tel: 0202 537 568

(17126/LE)

1984 LEYLAND
TIGER COACHES

50 reclining seats, Grant
doors, MoT Dec 91.
Choice of 4

£23,000 + VAT (each)

Tel.

**Engineering Director
0332 43201**

(17959/LE)

1976 LEYLAND LEOPARD, 12 metre,
53 seater, Plaxton Supreme body,
MoT Sept '91, **£6,250 + VAT**. Tel. Ivan
Thomas 081 397 4276. (18183/LE)

LEYLAND LEOPARD, 1980, 11 metre
Plaxton Express, new MoT, **£8,500 +**
VAT. Tel. (0383) 620600. (17216/LE)

1976 LEYLAND
LEOPARD SUPREME

12mtr, 50 seater, semi auto, power
steering, side lockers, well maintained,
stored since last August, mostly owner
driven for last 5 years. New vehicle
arrived, space needed. **For quick sale.**
An absolute bargain.

£4,250 + VAT

Tel. 0702 540456

(18164/BB)

1988
LEYLAND TIGER

Pneumocyclic box, Plaxton
Derwent service bus, 54 seats
+ 24 standees, MoT, choice
of 3

£49,500 + VAT ONO

TEL. 041 956 3636

(17062/LE)

1977 LEOPARD
PLAXTON
SUPREME EXPRESS

53 seats. 12 months MoT.
Good condition. All white,
unlettered. Private plate.

ALSO

53 reclining seats. Grey with
single red and blue stripe.

(0885) 482927

Midlands

(17939/LEY)

1981 (W) LEYLAND
LEOPARD DUPLÉ
DOMINANT IV EXPRESS

Choice of two. Both 53 seats with
full test, semi auto, destination
equipment, driver's cab
(dismountable), ideal dual purpose
vehicles. In very good condition.

£17,950 ono + VAT

**Full inspection facilities
available**

Tel. 0530 32399/36128

(17969/LE)

WARNERS BUS AND COACH
OLDBURY BUILDINGS, NORTHWAY LANE,
TEWKESBURY, GLOS

1983 DAF SB2300 DHS 265/6 speed splitter, Jonckheere P50, 49 re-
cliners, TV, video, toilet, coffee machine, fridge etc**£34,000**
1983 (REG) LEYLAND LEOPARD ton Supreme, 50 reclining
seats. **SOLD**

1981 LEYLAND TIGER 245 ZF, Plaxton Supreme V, 50 reclining
seats etc. DoT 11/91**£21,000**

1983 LEYLAND TIGER 245 ZF, Duplé Goldliner, high floor, 50 re-
clining seats, double glazed, DoT 11/91**£24,000**

1982 LEYLAND TIGER 245 ZF Van Hool Alizee H, 48 reclining seats,
double glazed, WC, TV etc, DoT 12/91**£39,000**

1985 LEYLAND ROYAL TIGER 260 ZF, Doyen, 47 reclining seats,
double glazed, toilet, TV etc, DoT 3/91, choice of two one**£36,000**

The above represent a selection of tidy vehicles used on holiday
tour work. Finance available, subject to status.

Part exchanges considered. All vehicles subject to VAT.

Contact Richard or Nick Warner on (0684) 292108

All viewing by appointment to save disappointment

(17977/LE)

MERCEDES

**MERCEDES 0303 RHD 1983**

53 recliners, plus courier, full Su-trak air cond, new clutch, service history from new.

£39,500 plus VAT

**Tel. (0562) 710717 anytime
West Midlands**

(18182/ME)

1988 609D. 24 coach seats, power door, destination equipment, reconditioned engine (Feb), **£17,250 ono + VAT.** **1989 507D.** 20 coach seats, two tables, full luxury interior. **£15,250 ono + VAT.** Tel. **0785 760666.** (18170/MER)

SCANIA

SCANIA K112 JONCKHEERE P599. 51 reclining seats plus courier, full executive and extras. April 1992 test. Very clean. **£47,000 + VAT.** Please tel. **0706 68999 or 47774.** (17966/SC)

SETRA

BEWARE

OF BARGAINS IN...

LIFERAFTS

PARACHUTES

BRAIN SURGERY

...AND

SECONDHAND COACHES

You could pay dearly for today's cut-price vehicle.

Quality costs.

And Kässbohrer has never compromised on quality.

**...CALL US NOW FOR OUR LATEST
LISTS OF NEW AND USED VEHICLES**

Harry Kell 0932 843685
(Southern Area Manager)

Andy Timms 0625 877658
(Northern Area Manager)

0522 500115

Kässbohrer

Kässbohrer (UK) limited, Sadler Road, Doddington Road Industrial Estate,
Lincoln, LN6 3RS. Telefax: 0522 500118

Setra 228 DT. First registered April 1986, C reg. This was the 1986 'Coach of the Year' and is in as good a condition today as it was when it was new. 75 reclining seats, Voith Retarder, Webasto. TV/video, 2 fridges, Klix drinks machine, sausage boiler, sink, catering storage boxes, toilet, courier seat, driver's bunk, full draw curtains. Recently reconditioned engine and gearbox and new diff. Full MoT. **£79,950 + VAT.**

FLIGHTS

COACH TRAVEL LTD
Tel. Birmingham 021 554 5232

Contact Geoff Flight

(17940/SA)

KASSBOHRER SETRA S215 HD OPTIMAL

First reg Sept 1988, 190K, 49 recliners + courier seat, driver's bunk, Blaupunkt PA/radio/cassette system, continental power door, speed limiter, Voith retarder, ABS.

£88,350

**Contact Bill on
0394 670 957**

(18156/SE)

VINTAGE VEHICLES

1950 Bedford OB 29 seats and **1960 Bedford SB3** 41 seater, both Duple and in really excellent original condition.

1964 Leyland Leopard/Harrington Cavalier 49 seater. The SB3 and Leyland have just had their annual PSV tests. Lack of space forces sale - **no reasonable offer refused.** Tel. **041 889 4050** (or **041 248 3021 ext 115**).

(17883/VV)

1950 BEDFORD OB, splendid condition bodily and mechanically, reclining seats, PSV tested, full history and original log, reluctant sale. **Offers.** Can deliver. Tel. **041 776 7416.** (17948/VV)

NEOPLAN



AUGUST 1983 NEOPLAN CITYLINER

49 reclining seats/courier seat, WC, TV/video, hot drinks, excellent condition, any inspection welcome.

£42,500 + VAT

Tel. (0928) 564515

(16043/NE)



NEOPLAN SKYLINER

Double deck, 1984. New 12 months certificate of fitness, blue interior, white/orange/blue exterior, very tidy vehicle, Mercedes Benz V12, with 6 speed ZF gearbox.

£39,000 + VAT

NO OFFERS

Tel. (0928) 564515

(17246/NE)

VOLVO

Volvo B10MT, Telma, Plaxton 4000RS, E reg, 1988, 4 star specification, 67 reclining seats plus 2 courier seats on crew deck and driver's bunk, double glazed, fridge, Klix drinks machine, 5 TV/video screens, telephone system, built for silent running, 3 sliding roofs, air port lights, very large luggage lockers. New MoT and has been maintained regardless of cost in immaculate condition throughout. FSH available. **£79,950 + VAT.**

FLIGHTS

COACH TRAVEL LTD
Tel. Birmingham 021 554 5232

Contact Geoff Flight

(17941/VO)

VOLVO

VOLVO

1989 F VOLVO B10M Mk3, Plaxton 3200, 57 seats, radio PA, side lockers, power door £69,950

1981 Volvo B58 Plaxton 12m, 57 seats, test Dec 91, 6 sp ZF, radio PA, power door £21,950

1980 VOLVO B58 Dominant bus, 53 retrimmed seats, (bus seats avail), auto, long test £13,950

1980 Volvo B58 Unicar, 53 retrimmed seats, power door, test Jan 92, bargain at £8,950

1978 Volvo B58 Plaxton 12m, 53 retrimmed seats, new floor, re-panelled & painted, recon engine, 6 sp ZF, test Sept 91, very tidy, only 2 previous owners £25,950

1978 VOLVO B58 Caetano, 53 seats, power door, 6 sp ZF, test Jul 91 £7,700

1976 VOLVO B58 Plaxton, 53 retrimmed seats, express doors, semi auto, test Nov 91 £6,950

All prices plus VAT

Please telephone, vehicles in daily use.

Nottingham
(0602 784645)

Skills

(18152/VO)

SLEEPER COACH FOR THE MUSIC INDUSTRY ETC. B58 rebuilt engine, 6 speed ZF gearbox, Telma, certified, 14 seats, 12 bunks, 2 lounges, 2 TVs, stereo, CD toilet, fridge, hot drinks, MoT Feb '92. Bargain. £16,500. Tel. 0424 438675 Hastings. (17904/VO)



ROLLS ROYCE LIMOUSINE HIRE
VOLVO B9M, OCTOBER 1989, 22,00KM only. 30 reclining seats + courier, four tables, rear server and toilet, video & monitors, PA system & alarm. Absolutely immaculate and as new.

£80,000 + VAT

Tel. 091 251 5920

(18154/VO)

MINIBUSES

1985 MERCEDES 608, 21 retrimmed high back moquette seats, carpet to floor, very large boot, excellent condition, MoT March '92, £9,900 + VAT ono. Tel. (0278) 683280. (17864/MB)

1990 FORD TRANSIT DIESEL DEANS GATE CONVERSION
12 seats. MoT 2/2/92.

£11,500 + VAT

1987 FREIGHT ROVER
16 seats Europa Conversion Diesel

MoT 11/7/91. £6,000 + VAT

1985 MERCEDES 307 D Devon Conversion
12 Seats. MoT 11/10/91.

£5,000 + VAT

1979 VW LT28 Devon Conversion
12 seats. Petrol. No test.

Repainted. £1,500 + VAT

Tel 0254 381534

(17963/MB)

MINIBUSES

HAVE YOU LOST A BUS DUE TO ACCIDENT DAMAGE, MECHANICAL PROBLEMS OR JUST TOO MUCH WORK?

DON'T LOSE BUSINESS - LET US HELP WITH SHORT TERM VEHICLE HIRE!!

SERVICE BUS OR COACH SPECIFICATION

Freight Rovers or Mercedes Benz - 507 - 609 - 709 up to 26 seats plus courier.

From as little as £48 per day (minimum 1 week hire)

Delivery & Collection can be arranged.

Call 0785 760666 anytime
M.M.S. SPOT HIRE
SPECIALISTS

(18178/MB)



WESTERN
COMMERCIAL

NEW STOCK

811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

609D MERC VAN CONVERSION, 24 seats, electric door, deep boot, 1 week.

410D MERCEDES. 15 seats, full luxury.

308 MERCEDES, 12 seat, luxury.

USED

1990 MERCEDES 811, coach built AMI, 33 seats, luxury, low mileage.

1989 MERCEDES 814, 26 seats, electric door, large boot.

1988 MERCEDES 407. 15 seater.

1986 MERC 608, 25 coach seats.

1986 TOYOTA OPTIMO. 19 seats plus courier.

1985 TALBOT EXPRESS, 14 seats.

1984 MERCEDES, 21 seater.

1983 MERCEDES 608. 21 seats.

1982 MERCEDES, 19 seats.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON 031-333 2001
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 2077 EVENINGS

CLARKES OF
LONDON

2 x 53 - B10M

May 1986, C reg, Plaxton 3500, recliners, double glazed, Webasto, rubber under seats, carpet to gangway, radio + PA, speed limiters, MoT May.

Contact Bill Clarke

£57,500 + VAT ono

Telephone: 081 778 6697

(18162/VO)

MINIBUSES

1987 VW Turbo Optare. 25 seats.
£8,000 + VAT, needs attention. Tel.
071 935 4091. (18180/MB)

1987 RENAULT, 13-seat Coach Craft
conversion executive minicoach. TV,
video, drinks, curtains, low mileage,
tested 9/4/92. Excellent condition.
£13,750 + VAT. Tel. 0723 583980.
(18155/MB)

1981 MERCEDES 508D, Reeve
Burgess, 19 high back seats, PSV, MoT
Dec '91. £6,950 + VAT. Tel. 0949 837
526. (18161/MB)

1987 (D) SHERPA 350D, DORMOBILE
BUS, 16 seats, 5 standees, elec-op
door, soft trim, all usual extras, PSV
test September 1991. £3,950 + VAT.
Tel. 0535 653350 W. Yorks. (17929/MB)

THE Howlett's mazda BUS



Up to 14 passengers can be
seated comfortably in the
amazing

Howlett's mazda BUS
Clarence Street
Loughborough
(0509) 266901 (1766/MB)

1984 Iveco 12 seater, high top, very
good condition. £3,250 + VAT. Tel.
081-965 5333. (17937/MB)

1988 Toyota Optimo. 18 seats, table,
courier, tints, curtains, wired TV video,
low mileage. New MoT. Superb condi-
tion. P/X possible. APT Travel. Tel.
0268 783878 (Essex). (17936/MB)

LEYLAND LEOPARD, 1980, 11 metre
Plaxton Express, new MoT, £8,500 +
VAT. Tel. (0383) 620600. (17216/LE)
1983 RENAULT Master. 12 seats + 5
standees. Also wheelchair ramp for 2
chairs, Express door, MoT August '91,
choice of 3, £2,250. Rennies of Dun-
fermline (0383) 620600. (17217/MB)

1985 MERCEDES 608D, Mellor Con-
version, 19 full size seats and courier
seat, full soft trim, armrest, parcel
racks, vents, reading lights, good size
boot, MoT December 1991. £11,500
ono + VAT. Tel. 081 890 6394.
(17912/MB)

PMT ENGINEERING

Ex-Demonstrator 33
seat AMI Coach
New 33 seat AMI Coach
New 20 seat DAF 400
Minicoach

Contact: Helen Bailey
(0782) 744744

(17107/MB)

Carlyle

BUS CENTRE

★ SELECTED USED MINIBUSES ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

FULL STAGE SPECIFICATION CARLYLE BODIED
MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT 16 seat, from ... £4750 1987 'D' SHERPA 20 seat, from ... £5950
1986/7 'D' SHERPA 16 seat, from ... £4500 1989 'G' SHERPA MkII 20 seat, from £16,500

★ TWENTY-FIVE SEATERS ★
IVECO CARLYLE DAILY BUS

1988 M& **SOLD** £14,950 1990 autom& **SOLD** £24,250

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★
Contact Andy Greenway for full details and this weeks stock list.

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability.
Carlyle Bus Centre is a Licensed Credit Broker. Finance is subject to status.

021-454-4808

Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.
Fax: 021-454 5356. (15965/MB)

**MERCEDES-BENZ**

OFFICIAL DEALER FOR LANARKSHIRE



IMMEDIATE DELIVERY

New 811D, 33 seater, power door, full coach quality specification.
SUITABLE STAGE CARRIAGE. (17249/MB)

RIGHEAD
INDUSTRIAL PARK,
BELLSHILL

DERWENT
A PENDRAGON COMPANY

0698
748200

NORTH WEST COACH SALES LTD

Deal direct with the Manufacturers

The quality PSV and Welfare converters

MERCEDES 410D; 16 high back moquette seats, full soft carpet interior trim, 2 full length
luggage racks trimmed in carpet, lift up roof vent, 2 speed saloon heater, radio/cassette
with 4 speakers, bronze tinted windows, fluorescent saloon lights with night light, mo-
quette centre roof stripe, floor overlaid with heavy duty lino with rubber gangway, cour-
tesy panels trimmed in carpet and fitted with ashtray.

Price on the road £113.44 per week

Stock

MERCEDES 609D; 24 high back moquette seats, full soft carpet interior trim, 2 large full
length luggage racks trimmed in carpet, full size Overton lift up roof vent, framed bronze
tinted windows, deep Dropwell fibreglass boot, all round fibreglass skirts, radio/cassette
with 4 speakers, fluorescent saloon lights with night fittings, moquette centre roof stripe,
2 speed saloon heater, wheel trims, destination dome and equipment, gliding power door,
heavy duty lino, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road £169.94 per week

Stock

MERCEDES 609D; 24 seat service bus, 24 moquette bus seats with top hand rail, full soft
carpet trim, framed bronze tinted windows, heavy duty lino to floor, destination dome and
equipment, glider power door 2 x 2 speed saloon heaters, full size lift up roof vent, fluor-
escent saloon lights with night light fittings.

Price on the road £154.25 per week

Stock

MERCEDES 814D; semi executive coach, 24 high back moquette seats, full soft carpet in-
terior trim, 2 large full length luggage racks trimmed with carpet and fitted with forced air
and individual reading lights, lift up roof vent, framed bronze tinted windows,
very large fibreglass Di and fibreglass skirts, seat moquette matching
centre roof stripe, 2 x 2 speed saloon heaters, fluorescent saloon lights with night light fit-
ting, 3 twin and 1 single doors with table lights, show curtains, radio/cassette with 6
speakers, heavy duty lino to floor with rubber gangway.

Price on the road

£184.22 per week

1987 E Reg 29 seat Mercedes 814 6 cylinder coach

1988 E Reg 29 seat Mercedes 814 6 cylinder coach

1988 E Reg 16 seat Freight Rover 300 minibus

Prices do not include VAT

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DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

DOUBLE DECKERS

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 12-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. **New test.**
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. **New test.**
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. **New test.**
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, **new test.**

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
1972 LEYLAND ATLANTAN, 76 seats, East Lancs body. Test expired.
2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 13-12-90. **£7,500.**
1979 FORD DUPE DOMINANT II body, tested til end February 14-2-91.
1978 FORD PLAXTON SUPREME body. Test expired.
1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91. **£6,750.**
1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 seats. Test 9-2-91.

1984 ROYAL TIGER DOYEN Executive Spec. One remaining, toilet fitted, **£25,000.**

New test.

1986 MCW METROLINER Executive Spec. Choice of three. Toilet and servery (single deck coach) **£30,000. Long tests.**

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 31-1-91.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.

1975 LEYLAND ATLANTAN, Northern Counties body, 75 seats, power steering. Test expired.

1975 LEYLAND ATLANTAN, Northern Counties body, 75 seats, power steering. Test expired.

1975 LEYLAND ATLANTAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.

1976 LEYLAND ATLANTAN, Northern Counties body, 75 seats, power steering. Test expired.

1976 LEYLAND ATLANTAN, ECW body, 74 seats, power steering. Test expired.

1976 LEYLAND ATLANTAN, ECW body, 74 seats, power steering. **New test.**

SINGLE DECKERS

PRICES FROM £3,000.

1976 10.3M LEYLAND NATIONAL. Test 20-4-91. 41 seats.

1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.

1979 10.3M LEYLAND NATIONAL. Test 31-7-91. 44 seats.

1979 10.3M LEYLAND NATIONAL. **New test.** 44 seats.

1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.

1973 11.3M LEYLAND NATIONAL. **New test.** 49 seats.

1979 11.3M LEYLAND NATIONAL, 49 seats.

1980 LEYLAND NATIONAL MK II. Leyland 680 engine. **New test.**

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LEYLAND E39 engine and gearbox.

BRISTOL AVW engine and box.

1965 ROUTEMASTER, 64 seats. Test 2-4-91.

1963 ROUTEMASTER, 64 seats. Test expired.

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A genuine one owner low mileage vehicle.

1984 245 TIGER VAN HOOL, 12 metre ZF autolube, 52 recliners, TV, video, tinted windows, curtains, courier seat, probably the best example available anywhere.

1983 BOVA FUTURA, 12 metre, 49 retrimmed seats, centre sunken toilet, servery, curtains, presently in workshop awaiting your finishing instructions.

1982 DAF MB SUPREME V, 12 metre, 51 recliners, 6-speed, splitter, power door, tinted windows, curtains, radio/PA, finished in white, very clean and tidy, ready and able for any type of work.

1982 B10M DUPLÉ GOLDLINER, 12 metre, ZF gearbox, Telma power door, tinted windows, curtains, radio cassette, 50 recliners.
"A coach finished in white which has had no abuse. Ready and able to make good profits."

1981 LEOPARD SUPREME IV, 12 metre ZF Telma, tinted windows, power door, very tidy, straight as a die.

1981 YMT DOMINANT EXPRESS, 53 seats, finished in cream, deserves a much younger registration.

1980 YMT DOMINANT II, 53 retrimmed seats, finished in white.

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NEW MERCEDES 709D, coachbuilt, 29 + 10 Rip Tac standees, power service door, £31,000 net early.

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NEW MERCEDES 609D, power door, 24 c/seats, stock or 26 man/door.

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NEW MERCEDES 811, 29 + 13 standees, auto, early.
NEW MERCEDES 609D, 26 seats, large boot, 2 weeks.
NEW MERCEDES 609D, 24 c/seats, p/door, stock.
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NEW TRANSIT 16, diesel, 5-speed, s/door, stock.
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NEW TRANSIT 20, power door, plus 4 standees, diesel, 5-speed, choice coach or service seats. Early.
NEW DAF 400, 16 coach spec, u/floor taillift fitted and certified PSV, 2 weeks.
NEW DAF 400, diesel, 16 PSV, hi spec, stock.
NEW TALBOT 14, wheelchair ramp, diesel, 7 days.
NEW TALBOT 12+, driver, diesel PSV, special offer.
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NEW MERCEDES 508, 18 seats or 4 w/chairs and lift.
NEW MERCEDES 410, luxury 16, 7 days.
NEW MERCEDES 408, luxury, 15 and 16 seats, 7 days.
NEW MERCEDES 308, high roof, 12 & 14 seats. Stock.

ALL OPEN TO REASONABLE OFFERS

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89 MERCEDES 811, 33 seats, service bus plus standees.
89 MERCEDES, 24 coach seats, boot tested.
89 (G) TRANSIT, 14 PSV high back, diesel.
89 MERCEDES 811, 33 coach seats, P.D., D.P.
89 MERCEDES 811D, service spec, Optare 33 + standees.
88 TALBOT Diesel, high roof, 17 seat crew bus.
88 TOYOTA OPTIMO 6 cyl, 19 seats, tested.
88 MERCEDES 609D, power door, 24 coach seats.
87 TRANSIT 12, Di, LWB, PSV tested.
87 TALBOT 12, diesel 5 speed.
87 (D) FREIGHT ROVER, 16 high back.
87 TRANSIT 12, PSV, diesel, OD, new shape.
87 (E) FREIGHT ROVER, Deansgate, 16 diesel.
87 TRANSIT 16 DI, 16 coach seats, power door.
86 MAN BERKHOF EXEC, 49, toilet, video, new test.
86 MERCEDES 608, 21 seats, long test.
86 MERCEDES 608D, 21 seats, excellent.
86 OPTARE CUB, auto, 33 p/door & standees.
86 (E) IVECO CAETANO, 24 air door, dual purpose.
86 VAN HOOL LEYLAND, 25, 18 seat, low test.
86 DATSUN DIESEL, crew bus, hi/roof, low mileage.
86 (D) TRANSIT, diesel, 12 PSV, new shape.
86 TRANSIT 12, diesel, SWB, new shape.
86 MERCEDES 307, high roof, u/tail lift.
85 MERCEDES 608, 27 seater, new test.
85 TALBOT, 14 PSV, diesel, high roof.
85 VOLVO ALGARVE, 46, toilet, servery, tested.
85 (B) MERCEDES 608, 15 seats + underfloor taillift, full PSV or 27 PSV.
85 TALBOT, 12, PSV, petrol.
85 VOLVO ALGARVE, 49/53 toilet, video, new test.
85 TRANSIT 16 DI, coach seats, tested.
85 IVECO BEJIA, 19 seat, power door.
85 RENAULT TRAFIC, 12 seats, petrol.
84 MERCEDES 608D, 27 coach seats, tested.
84 DAF JONCKHEERE MB200, Exec 49 + video.
84 METROLINER DECKER, 69 recliners, toilet and tables, new test.
83 JONCKHEERE VOLVO, twin deck, exec, full spec, 57 seats.
83 DODGE R BURGESS, diesel, auto, 17 F door.
83 VOLVO BERKHOF, exec full spec.
83 TRANSIT 16, petrol, no test, £750.
82 TRANSIT, 12 LWB, PSV, petrol, O/D, £1,000.
82 TRANSIT, 12 diesel, PSV, LWB, tested.
82 VOLVO VAN HOOL ALIZEE, Exec, new test.
81 DAF 200 Exec, 48 + TV, Alpha, new test. Offers.
81 MERCEDES, 207, diesel, PSV, 12 seats.
81 VOLVO B58, 53 large seats, Duplex II.
80 LEYLAND WILLOWBROOK SA Express.
79 FORD TURBO Duple H, 35 seats, tested.
79 FORD 53 Plaxton, testing. Offers.
78 FORD PLAXTON, 53, new test. Offers.
78 LEYLAND NATIONAL 11.3 metre, excellent condition.
77 VOLVO PLAXTON VIEWMASTER, offers.
76/77 LEYLAND NATIONAL, 10.3 metre, long tests.
76 FORD PLAXTON, 53 seats. Offers.
76 BRISTOL, 43 express doors, coachseats, no test.
76 FORD, 45 Plaxton, new test.
76 BEDFORD SPACE CAR, 49 rec, no test. Offers.
75 FORD, 45 seat Plaxton, new test. Offers.
75 VOLVO, 53 seats, Duplex, 8-speed.
75 LEYLAND Duple, 53, S/A, tested. Offers.
75 TRANSIT, 16 coach seats, power door.
74-75 LEOPARD Alexander body, manual gearbox. Tested.

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1984 BERKHOF, 60 seater, £48,000.
1979 VOLVO B58 DUPLÉ DOMINANT II, 57 seater, £13,000. **1978 DAF PLAXTON**, 58 seater, £12,000. **1982 AEC DUPLÉ**, 45 seater, 7ft 10in wide, £9,000. **1982 LEYLAND LEOPARD**, 7ft 10in wide, £14,000. Tel. 0271 72800 eve. (17238/UN)

1981 (A) BEDFORD YNT Duple Laser, 53 seats, MoT 26/3/92. £17,500 + VAT.
1982 (X) LEYLAND TIGER 245 Viewmaster, toilet, servery, 44 reclining seats, retrimmed last year. MoT 6/12/91. £17,500 + VAT. These two coaches were at Bellevue ADT Auction, reason for sale, undercutters have been in. Tel. Roger Hill Coaches, Congleton. 0260 276067 or 273543. (17965/UN)

29 SEATER BEDFORD/PLAXTON SUPREME

1978, power door, Telma, Bristol dome, radio, electrics isolator, discs, MoT May 1991. POA.

29 SEATER BEDFORD/PLAXTON SUPREME, 1979, power door, radio, discs, MoT Dec 1991. POA.

19 SEATER MERCEDES/REEVE BURGESS 508D, 1982, high seats, boot, Bristol dome, tinted windows, radio cassette, body refurbished by converters, discs, MoT June 1991. POA.

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1979 VOLVO B58 DUPLÉ 12M, 50 Chapman recliners, power door, new MoT. £12,000 + VAT.

1980 VOLVO B58 DUPLÉ 12M, 55 seats, power door, MoT July 1991. £13,000 + VAT.

1980 VOLVO B58 DUPLÉ LIM, 53 seats, power door, new MoT. £13,000 + VAT.

1983 LEYLAND TIGER VAN HOOL ALIZEE H, 50 seats, toilet, TV/video, radio/PA, MoT 11.4.91. £30,000 + VAT.

1984 VOLVO JONCKHEERE P50, 51/53, toilet, drinks, driver's bunk, wired for TV/video, MoT 2.92. £43,000 + VAT.

1984 DAF MB2000 VAN HOOL ALIZEE H, 51/55 seats, toilet, driver's bunk, drinks, TV/video, Webasto, new MoTs. Choice of two. £40,000 + VAT each.

1984 VOLVO B10M VAN HOOL ALIZEE H, 49/53 seats, toilet, drinks, driver's bunk, Webasto, wired for TV, MoT 4.92. £45,000 + VAT

1985 DAF SB2300 JONCKHEERE, 49/51 seats, fridge, TV/video, toilet, driver's bunk, air conditioned, radio/PA, MoT 16.2.91 and 10.3.92. Choice of two. £40,000 + VAT each.

1986 VOLVO B10M VAN HOOL ALIZEE H, 52 + rear floor toilet, wired for TV/video, MoT 11.91. £56,000 + VAT.

1987 E DAF SB2300 JONCKHEERE P50, 51/53 seats, toilet, drinks, driver's bunk, wired for TV/video, MoT 7.91. £55,000 + VAT.

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PRE-SEASON SPECIALS

1986	VOLVO B10M GL DUPLÉ CARIBBEAN II, toilet
1987	VOLVO B10M GL CAETANO ALGARVE, toilet
1986	VOLVO B10M GL CAETANO ALGARVE LDR, toilet
1986	VOLVO B10M GL CAETANO ALGARVE
1986	VOLVO B10M GL CAETANO ALGARVE LDR, centre galley
1985	VOLVO B10M GL JONCKHEERE P50
1983	VOLVO B10M GL DUPLÉ CARIBBEAN 1, toilet
1987	LEYLAND TIGER 260 DUPLÉ 320, toilet
1986	LEYLAND TIGER 245 ZF CAETANO ALGARVE LDR, toilet
1985	LEYLAND TIGER 245 HYD PLAXTON PARAMOUNT 3500, toilet
1986	LEYLAND ROYAL TIGER VAN HOOL ALIZEE SH, toilet
1985	LEYLAND ROYAL TIGER VAN HOOL ALIZEE SH, toilet
1987	LEYLAND TIGER AUTO DUPLÉ 320
1985	LEYLAND TIGER 245 ZF DUPLÉ CARIBBEAN II, toilet
1984	LEYLAND ROYAL TIGER 245 ZF PLAXTON PARAMOUNT 3500
1984	LEYLAND ROYAL TIGER VAN HOOL ALIZEE SH, toilet
1984	LEYLAND TIGER 245 ZFS 11M DUPLÉ LASER I
1983	LEYLAND TIGER 245 XF DUPLÉ LASER I
1988	SCANIA K92 VAN HOOL ALIZEE H
1985	DAF MB200 DKFL CAETANO ALGARVE
1984	DAF SB2300 DKFL JONCKHEERE P599, toilet
1985	DAF SB2300 BERKHOF ESPRIT, toilet
1983	DAF MB200 DKTL CAETANO ALPHA GT
1984	VANHOOL ACRON INTEGRAL, toilet
1984	BOVA DUPLÉ CALYPSO
1984	BOVA DUPLÉ CALYPSO
1986	FORD QUEST 80 VAN HOOL ALIZEE
1987	FORD QUEST 80 JONCKHEERE P35
1983	FORD R1115 PLAXTON PARAMOUNT 3200
1982	FORD R1114 DUPLÉ DOMINANT IB, toilet
1982	BEDFORD YNT PLAXTON SUPREME V
1983	BEDFORD YNT WRIGHT SERVICE BUS

49 recliners
51/53 recliners
49 recliners
53 recliners
42 recliners
53 recliners
46 recliners
48 recliners
50 recliners
48 recliners
45 recliners
49 recliners
53 recliners
48 recliners
53 recliners
49 recliners
53 fixed seats
51 recliners
55 recliners
51 recliners
44 recliners
49 recliners
53 fixed seats
48 recliners
53 fixed seats
53 fixed seats
49 recliners
37 recliners
53 fixed seats
46 recliners
53 fixed seats
53 fixed seats

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GBW 632Y	£25,000
A686 TMJ	£49,850
A869 MRV	£32,500
A319 HFP	£32,500
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1983 LEYLAND TIGER, 12 metre S/A, Plaxton 3200. Toilet, servery, telephone, tables, 42-57 seats, private plate **£30,000**

1978 AEC RELIANCE 760 Duple Dom 2. S/A Telma, 53 seats, Eberspacher, private plate, new test**£8,000**

1978 AEC RELIANCE 760 DUPLÉ DOM 2, 6-speed ZF, 53 seats, exceptional condition**£7,500**

1974 LEYLAND LEOPARD PLAXTON. S/A, 49 seats, private hire, good condition**£3,500**

1986 FREIGHT ROVER, 20 seats, new test, power door **£6,750**

1981 BEDFORD REEBUR, petrol, 17 seats, very tidy.....**£2,950**

1980 FORD TRANSIT REEBUR, 17 seats, diesel, new engine and box, very tidy**£2,500**

1985 MERCEDES 207, 8 seater, diesel**£2,950**

1982 BEDFORD CF, petrol, 8 seater, new test**£950**

1978 FORD, 16 seat, diesel, new test**£1,850**

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1988 (E) LEYLAND TIGER - PLAXTON PARAMOUNT 3200, 55 reclining seats, radio/cassette, PA system, full draw curtains, continental door. Stock no.4434. Only one left..... £68,500
1988 (F) VOLKSWAGEN TRANSPORTER, 12 seater minibus, full cloth high back seats, petrol, superb condition. Stock no.4401..... £7,795
1987 (E) LEYLAND TIGER - DUPLÉ 320 SL EXECUTIVE, 49 reclining seats, toilet, video, radio/cassette, PA system, full draw curtains, drinks machine. Stock no.4437/4438. Choice of 2..... from £67,500
1986 (D) LEYLAND TIGER - VAN HOOL SUPER HIGH, 49 seater executive, toilet, video, radio/cassette, PA system, full draw curtains, crew seat, drinks machine. Stock no.4440. Only 1 left..... £70,000
1986 (C) LEYLAND TIGER (260 BHP) - DUPLÉ 340 EXECUTIVE, 49/51 recliners, demountable rear toilet, continental door, drinks machine, radio/PA/cassette, 3 screen video, courier seat, Eberspacher, curtains, Tempo 100. Stock no.4475..... £62,500
1986 (C) LEYLAND TIGER - PLAXTON PARAMOUNT 3500 EXECUTIVE, 49 reclining seats, toilet, video, radio/cassette, PA system, full draw curtains, continental door, crew seat, tables, drinks machine. Stock no.4432..... £57,000
1985 (C) LEYLAND TIGER - PLAXTON PARAMOUNT 3500, 50 reclining seats (well spaced), radio/cassette, PA system, continental door, crew seat, full draw curtains. Stock no.4498..... £55,000
1984 (A) DAF DUPLÉ CALYPSO, 51 seater, radio/cassette, PA system, toilet, drinks machine. Stock no.4423..... £37,500
1983 (Y) VOLVO B10M DUPLÉ CARIBBEAN EXECUTIVE, 51 recliners, toilet, drinks machine, continental door, courier seat, driver's bunk, exhaust brake/Telma, retrimmed, PA system. Stock no.4418..... £43,500
1983 (PP) VOLVO B10M PLAXTON 3500 EXEC, 49 reclining seats, Eberspacher, radio, PA, video TV, courier seat, full draw curtains, Telma/exhaust, brakes, new test..... £45,500
1983 (A) SCANIA K112 PLAXTON PARAMOUNT 3500 EXEC, 49 reclining seats, toilet, continental door, drinks machine, radio, PA, video system, Webasto, driver's bunk, courier curtains, Telma..... £42,000

1983 (A) LEYLAND TIGER PLAXTON PARAMOUNT 3500, 53 reclining seats, radio/cassette, PA system, continental door. Stock no.4429.....**£39,000**

1982 (X) LEYLAND LEOPARD PLAXTON SUPREME, 51 seater, radio cassette, PA system. Stock no.4433.....**£22,000**

1981 (W) LEYLAND LEOPARD PLAXTON SUPREME, 50 reclining seats, radio cassette, PA system. Stock no.4416/4417. Choice of 2.....**£17,500**

1979 (T) VOLVO B58 PLAXTON, Paramount front, Bristol Dome, 53 seater, power door, Telma, all white, retrimmed, reg no JAB 5T. Stock no.4405.....**£19,500**

1979 (PP) VOLVO B10M (new engine) - VAN HOOL Aragon, 50 reclining seats, toilet, drinks machine, fridge, courier seat, curtains, Eberspacher, PA/radio.....**£26,000**

1979 (T) LEYLAND 401 PLAXTON SUPREME (7ft 6in), 43 seater, very sought after. Stock nos 4441/4442. Choice of 2.....**£14,500**

1978 (T) LEYLAND LEOPARD DUPLÉ DOMINANT, 50 reclining seats, radio and PA system. Stock no.4486.....**£12,250**

1977 LEYLAND LEOPARD VIEWMASTER, PLAXTON SUPREME IV front, 50 reclining seats, side lockers, Bristol dome. To see is to buy. Stock no.4407 **£12,000**

1977 (valuable reg no) LEYLAND LEOPARD PLAXTON SUPREME, 47 reclining seats, some with Paramount fronts and new body panels. Very sound and serviceable. Stock nos 4426/4428/4431/4446. Choice of 4.....**£11,000**

VEHICLES TO CLEAR

1972 (K) AEC 'Elite', 57 seats, power door, power steering, manual, 6 speed.

1972 (K) FORD Willowbrook, 7ft 6in, 44 seat bus.

1971 (J) AEC Willowbrook bus, 51 seats.

1965 (C) LEYLAND 600 Bus, 45 seats, ex Bourne-mouth corporation. (17975/UN)

UNCLASSIFIED

1988 DENNIS DUPE 320. 53 recliners, courier seat, power door, Webasto heating, Telma, continental door, double glazing, gangway carpet, MoT February 1992. **£55,000.**

1986 BEDFORD YNV PLAXTON PARAMOUNT. 53 recliners, Webasto heating, gangway carpet, new engine under warranty until November. MoT November 1991. **£39,000.**

1985 TIGER 245 VAN HOOL ALIZEE. 53 recliners, courier seat, power door, MoT February 1992. **£42,000**

1983 A REG TIGER 246 PLAXTON PARAMOUNT 3200. 53 recliners, courier seat, much above average for year. MoT October 1991. **£32,500.**

ALPHA COACHES (BRIGHTON)

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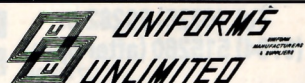
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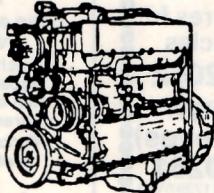
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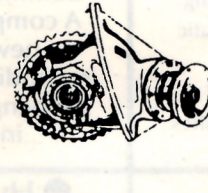
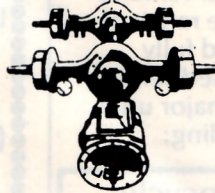
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3. PICTURE COACH

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THE BETTER YOU TELL IT - THE FASTER YOU CAN SELL IT!

1. Choose your advertisement style (please tick)

A STANDARD POSITION

minimum 25 words

☐ x 50p = £ ☐
No of words + VAT

B BARGAIN BUS

☐ x £25 = £ ☐
No of weeks + VAT

C PICTURE COACH

☐ x £55 = £ ☐
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D BOX NUMBER

☐ x £8 = £ ☐
No of weeks + VAT

2. What is the best classification for your advertisement? _____

3. ▼ Start your advertisement here - one word per box - minimum 25 words - PLEASE WRITE CLEARLY IN BLOCK CAPITALS

4. Your Name

Company Name

Address

Postcode

Tel:

5. I enclose a cheque/postal order for £ _____

Payable to Coachmart, or please debit my Acces/Visa card

No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Send to: Coachmart Classified, Wentworth House,
Wentworth Street, Peterborough PE1 1DS

OR TEL: 0733 898111

Hughes DAF

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1990 G SB3000DKV, PLAXTON 3500, 53R
 1990 G MB230LT, VAN HOOL ALIZEE H, 51R + TOILET
 1989 G SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
 1990 G SB3000DKV, VAN HOOL ALIZEE DH, 51R + TOILET
 1990 G MB230LT, VAN HOOL ALIZEE SH, 53R + TOILET
 1990 G SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
 1989 F SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
 1989 F SB3000DKV, VAN HOOL ALIZEE DH, 51R + TOILET
 1989 F MB230LT, PLAXTON 3500", 53R
 1989 F MB230LB, PLAXTON 3500", 51R + TOILET
 1989 F MB230LB, PLAXTON 3500", 53R
 1988 E MB230LT, PLAXTON 3500, 53R + TOILET
 1988 E SB3000DKV, VAN HOOL ALIZEE SH, 49R + TOILET
 1988 E SB3000DKV, VAN HOOL ALIZEE DH, 51R + TOILET
 1988 E SB2306DHS, VAN HOOL ALIZEE DH, 51R + TOILET
 1988 E SB2306DHS, DUPLÉ 340SL, 57R
 1988 E SB2305DHTD, DUPLÉ 320SL, 57R
 1988 E MB230LT, VAN HOOL ALIZEE SH, 53R + TOILET
 1988 E MB230LB, VAN HOOL ALIZEE SH, 53R + TOILET
 1988 E MB230LB, VAN HOOL ALIZEE H, 51R + TOILET
 1988 E MB230LB, PLAXTON 3500", 53R
 1988 F MB230LB, PLAXTON 3500", 51R + TOILET
 1987 E MB230DKFL, PLAXTON 3500, 55R
 1987 D MB230DKFL, VAN HOOL ALIZEE H, 55R
 1987 D SB2305DHTD, PLAXTON 3200, 57
 1987 D MB230DKFL, VAN HOOL ALIZEE H, 51R + TOILET

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1986 D SB2305DHTD, PLAX 3200 LOW DRIVER, 55F
 1986 C MB230DKVL, DUPLÉ 340 SLX, 52R + TOILET
 1985 B MB200DKFL, LASER II, 53R
 1984 A MB200DKFL, VAN HOOL ALIZEE H, 48R + TOILET
 1983 PP MB200DKFL, JONCKHEERE P50, 49R/T
 1983 A MB200DKL, MOSELEY ALPHA, 53R
 1983 Y MB200DKTL, ALPHA, 53R
 1981 W MB200DKTL, PLAXTON SUPREME IV, 53R
 1987 D, VOLVO B10M PLAXTON 3500, 51R + TOILET
 1983 PP, VOLVO B10M PLAXTON 3500, 36R
 1979 T, VOLVO B58 PLAXTON SUPREME, 51R
 1981 W, BEDFORD YNT DUPLÉ DOMINANT III EXPRESS, 53
 1980 V, BEDFORD PJK PLAXTON SUPREME, 29
 1977 R, BEDFORD YMT PLAXTON SUPREME, 53
 1977 S, BEDFORD YLQ DUPLÉ DOMINANT II, 45
 1984 A, LEYLAND TIGER 245 LAG GALAXY, 49R + TOILET
 1978 S, LEYLAND LEOPARD DUPLÉ DOMINANT II, 53
 1985 C, BOVA FUTURA, 49R/T + AIR COND
 1982 Y, BOVA EUROPA, 49R/T + TOILET
 1989 F, VOLVO B10M JONCKHEERE DEAUVILLE, 49R + TOILET + AIR COND
 1989 F, DAF SB2305 DHTD PLAXTON 3200 DH, 57
 1987 D, DAF SB2305 DHTD PLAXTON 3200 DH, 53R
 1987 D, BEDFORD YNV DUPLÉ 320 SL, 57R
 1984 B, BEDFORD YNT DUPLÉ LASER, 53
 1979 T, BEDFORD YMT PLAXTON SUPREME, 53
 1983 Y, BEDFORD YMT BOVA EUROPA, 53R

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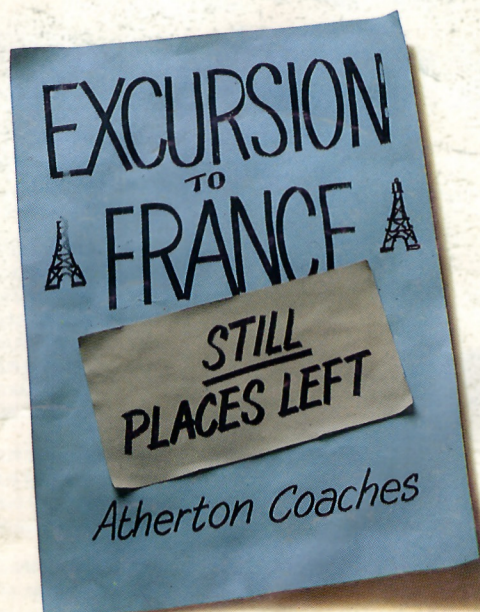
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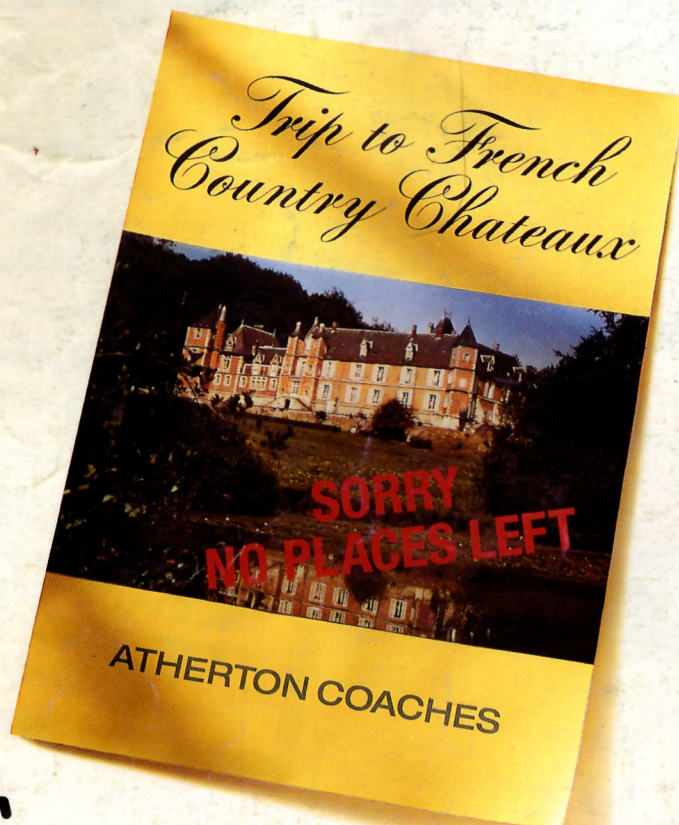
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